FORMULA ONE NEWS





F1's 2026 cars now two seconds faster after rule tweaks

Formula 1's planned 2026 cars are now about two seconds per lap faster as the result of regulation changes made by teams and the FIA.

Outline plans for the next generation of F1 cars were revealed ahead of the Canadian Grand Prix but, following concerns expressed about their likely performance level, work began on making potential tweaks.

Those efforts have now reached a conclusion, with the FIA's head of single-seater matters Nikolas Tombazis saying the new version of the regulations should lift the cars to be around one second per lap slower than the current challengers.

"There has been an increase of performance of the car by probably about 50 points of downforce," he said.

"This has brought the performance from what maybe was minus 40% compared to current cars, to around minus 15% in terms of downforce.

"In terms of performance, the resulting lap time of the cars is very close to current cars. All that has been done as was promised in June."

Asked what the speed of the cars would have been if no modifications had been made to the regulations that were first published ahead of Canada, Tombazis said: "If we had made no change after June, I guess it would have been probably approximately another two seconds slower."

What has changed

Outlining where the focus of the regulatory changes had been for 2026 to add downforce and boost lap time, Tombazis explained they involved several key areas of the car.

“The main changes on the aerodynamics have been increasing a bit the box in which the front wing lies,” he said.

“We've also added the front wing fence and the style that used to be in previous cars.

“We've added some space for devices in front of the front floor, like the sideboard and the leading edge of the sideboard.

“We've increased the size of the diffuser, which starts a bit further forward and is a bit bigger.

“We've redesigned some of the bodywork around the front wheels, and there's still some work ongoing that may hopefully lead to some final tweaks in the next World Council of the rear bodywork, and how that interacts with the diffuser in that area.”

The 2026 changes in more detail

The changes made in the latest draft of the regulations include several alterations to the front wing, with a larger allowable box region for the front wing elements, and a thicker endplate.

Meanwhile, there’s the addition of a strake beneath the assembly to help direct the airflow, as was the case prior to the 2019 regulatory overhaul, when strakes were removed entirely.

A ‘leading edge device’ has also been introduced for the floor, which can have up to five sections and will clearly contribute to the performance envelope of the floor itself.

Meanwhile, the ‘floor board’ may now have three sections, rather than two, and its dimensional constraints have been adjusted accordingly.

To help reduce flexion on the floor assembly, there’s now scope for more metal stays, as their number increases from two to three, while six floor board stays are also permitted.

The alterations, albeit not excessive, provide enough potential to increase the downforce for this new generation of cars, as they're interconnected, with changes made from front-to-rear.

FIA Reveals More Details On 2026 F1 Car Performance



After concerns were raised about the performance of the 2026 car, efforts were made to implement potential tweaks to enhance performance. These adjustments have now halved the performance gap, reducing the 2-second deficit between the new car and the current one to just one second.
A key highlight of the 2026 cars will be the equal balance between electric power and internal combustion, marking a significant shift in Formula 1's hybrid technology. The cars will also be lighter and more compact, featuring smaller wheels designed to make way for close racing and exciting track action.

However, when the outline plan for the 2026 car was revealed ahead of the race at the Circuit Gilles Villeneuve, it indicated that the future F1 car will be slower than the current ground effect cars by a significant two seconds, which is quite a lot in the world of racing.

Now though, the latest changes in the regulations have made it possible to reduce the gap by one second. Speaking on the subject, FIA's single seater director, Nikolas Tombazis told the media:

"There has been an increase of performance of the car by probably about 50 points of downforce.

"This has brought the performance from what maybe was minus 40% compared to current cars, to around minus 15% in terms of downforce.

"In terms of performance, the resulting lap time of the cars is very close to current cars. All that has been done as was promised in June."

Tombazis was then asked about the potential gap in performance that could have existed if no further changes were made to the regulations. He said:

"If we had made no change after June, I guess it would have been probably approximately another two seconds slower."

Elaborating on the detailed changes planned on the 2026 car, which include increased downforce and other performance enhancements, he added:

"The main changes on the aerodynamics have been increasing a bit the box in which the front wing lies.

"We have also added the front wing fence and the style that used to be in previous cars.

"We've added some space for devices in front of the front floor, like the sideboard and the leading edge of the sideboard. We've increased the size of the diffuser, which starts a bit further forward and is a bit bigger.

"We've redesigned some of the bodywork around the front wheels, and there's still some work ongoing that may hopefully lead to some final tweaks in the next World Council of the rear bodywork, and how that interacts with the diffuser in that area."

The latest draft of the 2026 regulations introduces several key changes, particularly to the front wing design. These include expanding the allowable box region for the front wing elements and increasing the thickness of the endplates.

While the updates may not seem extensive, they offer significant potential for boosting downforce in the next generation of cars. This is largely due to the interconnected nature of the changes, which affect the car's aerodynamics from front to rear, enhancing overall performance.

This article was originally published on www.si.com/fannation/racing/f1briefings as FIA Reveals More Details On 2026 F1 Car Performance.



Andretti's F1 effort boosted by General Motors plan to supply engines starting in 2028

General Motors has registered with Formula One's governing body to become an engine supplier starting in 2028 in what is seen as a huge boost to Michael Andretti's bid to join the global motorsports series. The announcement comes ahead of this weekend's Las Vegas Grand Prix, where three senior GM executives plan

to be in attendance to help push Andretti Global's bid forward with F1. (General Motors via AP)Michael Andretti, left, speaks as McLaren CEO Zak Brown listens in the paddock ahead of the Formula One U.S. Grand Prix auto race at Circuit of the Americas, Friday, Oct. 20, 2023, in Austin, Texas.

BY JENNA FRYER

Updated 12:59 PM CDT, November 14, 2023

LAS VEGAS (AP) — General Motors said Tuesday it has registered with Formula One's governing body to become an engine supplier starting in 2028 in what is seen as a huge boost to Michael Andretti's bid to join the global motorsports series.

"We are thrilled that our new Andretti Cadillac F1 entry will be powered by a GM power unit," GM President Mark Reuss said. "With our deep engineering and racing expertise, we're confident we'll develop a successful power unit for the series, and position Andretti Cadillac as a true works team.

"We will run with the very best, at the highest levels, with passion and integrity that will help elevate the sport for race fans around the world."

The announcement comes ahead of this weekend's Las Vegas Grand Prix, where three senior GM executives plan to be in attendance to help push Andretti Global's bid forward with F1.

GM in January announced its partnership with Andretti Global under its Cadillac banner on Andretti's application to join F1. GM doesn't have its own F1 power unit and said its effort would be in conjunction with an existing manufacturer.

The FIA in July approved Andretti's application, but it has yet to be accepted by F1. One of the criticisms has been that GM isn't really entering F1, just backing Andretti as he uses another brand's Cadillac-badged engine.

Now, GM has decided to build its own engine. If Andretti gets approved to join an expanded F1 grid, he would have to use another manufacturer's engine until 2028.

F1, which participated in Ford's announcement that it was returning to F1 in 2026, declined to comment on GM's engine registration, citing the ongoing review of Andretti's application. F1 and parent company Liberty Media have remained largely silent on the Andretti effort but have previously rebuked the need for an 11th team.

GM has already started development and testing of prototype technology, and it said building an F1 engine will help the automaker advance in areas including electrification, hybrid technology, sustainable fuels, high efficiency internal combustion engines, advanced controls and software systems.

F1 in 2026 has set new engine regulations that place an emphasis on sustainable fuels and greater electric power. Six manufacturers have signed with the FIA to supply engines in 2026, including newcomer Audi, which will partner with Sauber. Ford also plans to return to F1 in partnership with three-time reigning champion Red Bull. Honda also plans to return as an official supplier in 2026.

Andretti was the only applicant of seven to meet all the criteria for the FIA to expand the grid from 10 teams to 11, and with a car already built, hoped to be competing in 2025.

The plan had been for Andretti to use an existing engine manufacturer in collaboration with GM. But F1 does not seem impressed with the Andretti application, and The Associated Press reported in October that F1 asked GM to find another team to partner with instead of Andretti Global.

GM then told AP it will only team with Andretti. Even so, one of the arguments against the Andretti application has been that GM would be nothing more than a glorified sponsor with a Cadillac-badged engine.

The registration to become a power unit supplier strengthens GM's positioning, but Andretti needs a decision from F1 very soon to be ready to compete in 2025. Although he had a deal with Renault to supply his initial engines, it is believed that contract has expired.

Andretti has promised to field a true American team and said he wants California native and current IndyCar driver Colton Herta to drive for Andretti Global. Mario Andretti, his father, won the 1978 F1 championship and Michael ran 13 F1 races in 1993. The father and son are among the most successful racers in American open wheel history and rank third and fourth on IndyCar's all-time win list.

California businessman Gene Haas owns an F1 team that he got via a 2014 application similar to the process Andretti went through this year. Haas launched in 2016 and plans to again use Kevin Magnussen of Denmark and Nico Hulkenberg of Germany next season. Haas is ranked last among the 10 teams in

the constructors standings, while Hulkenberg is 16th and Magnussen is 19th in the driver standings.

GM Is Going to Make Its Own F1 Engines, Will Only Partner With Andretti

If the entry is approved by F1 as it was by the FIA, the Andretti Cadillac Formula 1 team will have GM engines starting in 2028.

BY FRED SMITHPUBLISHED: NOV 14, 2023 9:00 AM EST
CADILLAC

General Motors has announced official plans to produce its own Formula 1 power units (meaning both engines and hybrid components) starting in 2028, and to make them for Andretti Cadillac. This is a big announcement given that there's a catch: F1 hasn't approved Andretti's entry into the sport. What we're seeing is GM throwing some of its multi-billion-dollar weight around.

Alongside Cadillac's previously-announced plans to join the proposed Andretti Global F1 team, General Motors has announced plans to build Andretti's F1 proposal into a factory-backed powerhouse that can work on chassis and engine design in concert.

Andretti Global, which was the only team approved by the FIA in its recent search for viable new F1 teams, still needs approval from F1 itself before it can enter the championship. That process is ongoing and has become contentious, with direct quotes from executives suggesting an open attempt by current members of the F1 grid to bring GM in without accepting Andretti's team. Williams executive James Vowles has optimistically suggested an intent to poach GM as a partner after loudly objecting to Andretti's F1 bid and reporting from the Associated Press suggests that F1 itself has requested the company abandon Andretti to partner with an existing team, but GM president Mark Reuss stated simply this week that "GM is committed to partnering with Andretti to race in F1."

This is to say, F1 wants GM's involvement, but it wants its time and engineering and money to flow into one of its existing teams. GM wants in on F1, but it wants to do so with one of GM's own tight partners. GM wants to do things its way. Honestly, calling Andretti "one of GM's own partners" is understating Andretti here though. Andretti is a massive name in American racing: the biggest Honda team in IMSA, winner of a third of the last 15 Indy 500s, reigning Formula E champion.

The addition of a unique engine partner committed only to their program makes Andretti's bid far and away the most complete proposal to join the series since Toyota

entered as a 12th team in 2002, but it will not change the simple truth that an 11th F1 team means reduced revenue for ten other teams already on the grid. While that argument may be odious to anyone who does not currently own a Formula 1 team, it is still something Andretti and Cadillac will have to navigate to get their place on the F1 grid.

If Andretti Cadillac is approved as an 11th team, the team would have to operate with an engine provided by another supplier from 2025 through 2027. With new engine regulations set to be introduced in 2026, that partnership will span two generations of powertrain with whatever manufacturer they choose. Alpine was initially expected to be that partner, but the French brand said that its deal to supply engines to the team expired last month.

While the team itself is still in flux, GM joins Honda and Audi in announcing intentions to build a powertrain for F1's new simplified engine regulations, which go into effect in 2026. Mercedes-AMG, Ferrari, Alpine, and Red Bull's in-house engine shop will continue as engine suppliers when the new regulations kick in, although Red Bull's engine program will add a crucial partnership with Ford that introduces another manufacturer's name to the grid.

In addition to its upcoming Formula 1 program, Cadillac currently races in the IMSA GTP and FIA World Endurance Championship Hypercar classes with the new-for-2023 V-Series.R racer. Action Express Racing, one of two factory teams running under the Cadillac Racing banner, won this season's IMSA championship by just 21 points. GM also runs factory-backed programs in GT racing in both sports car series, NHRA drag racing, NASCAR stock car racing, and IndyCar open wheel racing. Future Cadillac F1 partner Andretti, notably, currently races against GM programs as a factory partner of Honda in both IMSA GTP and IndyCar.

GM Registers as a Formula 1 Power Unit Manufacturer

Andretti Cadillac F1 entry will be powered by a GM power unit starting in 2028

General Motors today announced that it has formally registered with the FIA as a Formula 1 power unit manufacturer starting in the 2028 season.

“We are thrilled that our new Andretti Cadillac F1 entry will be powered by a GM power unit,” said GM President Mark Reuss. “With our deep engineering and racing expertise, we’re confident we’ll develop a successful power unit for the series, and position Andretti Cadillac as a true works team. We will run with the very best, at the highest levels, with passion and integrity that will help elevate the sport for race fans around the world.”

Last month, the FIA approved Andretti's Expression of Interest application for Andretti Cadillac to race in the FIA Formula One World Championship.

GM's development and testing of prototype technology is already underway. Engineering a F1 power unit will advance GM's expertise in areas including electrification, hybrid technology, sustainable fuels, high efficiency internal combustion engines, advanced controls and software systems.

For more than a century, racing has provided a testbed for GM and Cadillac to transfer knowledge and technology between race cars and production vehicles. Cadillac's V-Series performance portfolio, celebrating its 20th anniversary, seamlessly incorporates learnings from the track to the road.

With a long history of racing success, Cadillac most recently developed the 5.5L DOHC V-8 powertrain used in the 2023 IMSA and WEC seasons. With this powertrain, Cadillac Racing secured a podium finish at the 24 Hours of Le Mans and swept top championship honors for the inaugural IMSA Grand Touring Prototype season

What Cadillac's new endurance racing partnership could mean for its Formula 1 program

Elizabeth Blackstock07 Aug 2024 7:00 PM
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Cadillac will be partnering with JOTA in the World Endurance Championship for 2025.

Cadillac returned to the endurance racing scene in 2023, but it'll be shaking up the status quo heading in 2025 — and it could very well signal an evolution in its Formula 1 power unit program.

The General Motors brand will partner with Hertz Team JOTA in 2025 for a two-car, multi-year effort in the World Endurance Championship hypercar program.

Cadillac's chaotic two years in endurance racing

When Cadillac announced its return to endurance racing via the World Endurance Championship, it did so with Chip Ganassi Racing. The partnership in some ways made sense: Both Cadillac and CGR are American companies looking for a greater hold in the international motorsport marketplace.

But at the start of 2024, it was announced that the two entities would be parting ways at the end of the year. Wayne Taylor Racing with Andretti is expected to take on Cadillac's IMSA SportsCar Championship program, but its WEC plans have just been confirmed.

Cadillac will partner with United Kingdom-based privateer Hertz Team JOTA — and it could have a significant impact on the company's prospective Formula 1 program.

JOTA has been a regular player in the international endurance racing game for decades, though it only recently evolved to take on a Hypercar program. While exploring deals for 2024, it reached out to Cadillac — and that approach has paid off.

JOTA and Cadillac will partner together for three years; though the team has been successful in different classes, it is looking to take a full-on victory at the 24 Hours of Le Mans in the future.

Delve into the world of endurance racing

The partnership with JOTA will give Cadillac an opportunity to begin growing deeper roots in the international racing scene while also working from JOTA's UK headquarters — an important step for a brand looking to field a formidable Formula 1 power unit program in the near future.

First and foremost, JOTA has ample experience in the international racing scene thanks to its entries in everything from WEC to ELMS to the Asian Le Mans Series.

This will allow Cadillac to begin working closely with a competent and respected WEC team, one with connections and contacts all throughout the world.

Those kinds of contacts — as well as the ongoing experience of building a high-powered hybrid racing engine — will be a massive boon for Cadillac.

Though GM is already rumored to be pursuing a partnership with Alpine, any additional experience will inevitably benefit the F1 program, which appears to be right on schedule.

Why Cadillac's Le Mans experience proves it's absolutely ready for F1

Elizabeth Blackstock18 Jun 2024 5:50 PM
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Whelen Cadillac Racing at the 2024 24 Hours of Le Mans

When the checkered flag fell on the 2024 running of the 24 Hours of Le Mans, it might have seemed strange to call Cadillac's performance — one seventh-place finish, one several-laps-down 29th overall, and one DNF — a win. And yet it was, easily, when it comes to proving the American manufacturer's readiness for Formula 1.

Cadillac's reemergence in the top-tier of international endurance racing back in 2023 made headlines well before the thought of Andretti Global was on anyone's mind. When World Endurance Championship regulations changed, Caddy was one of the first manufacturers to hedge its bets on the ultra-competitive Hypercar class, and that first year, the bet paid off with a podium finish at the 100th anniversary edition of Le Mans.

Things weren't so easy coming into the 2024 season, though. The top-tier Hypercar class — composed of two different kinds of cars (LMH, where teams build their entire car from scratch, and LMDh, where teams are required to use several off-the-shelf parts) that feature a maximum power output and minimum weight but plenty of aerodynamic freedom throughout the initial development process — exploded.

At that 100th anniversary race, seven manufacturers entered 16 cars through nine teams. In 2024, the Hypercar field ballooned to 23 machines entered by 13 teams and nine manufacturers. In both years, Cadillac entered two cars under the Cadillac Racing team banner and one under Action Express Racing. After the 2023 podium and a quick start in practice, things looked good.

“We’ve done three 24-hour races so far, and we’re about to do our fourth,” Laura Wontrop Klauser, sports car racing manager for General Motors, told me in a pre-race interview.

“It just gives you that extra bit of confidence because you know what’s going to happen, you know how the tyres will degrade, and the team has made that many more strategy calls or that many more pit stops. We needed to find our rhythm, and we did.”

Unfortunately at a race like the 24 Hours of Le Mans, nothing is guaranteed, and that practice pace failed to translate into the dominant race performance that Cadillac had hoped for.

Though the No. 2 car shared by Earl Bamber, Alex Lynn, and Alex Palou finished on the lead lap, it had been leading with three hours to go in the race before unstable weather conditions and an out-of-sync pit stop strategy nipped its performance in the bud.

The No. 3 Cadillac shared by Sebastien Bourdais, Scott Dixon, and Renger van der Zande had all the makings of victory contention, but an oil leak in the 18th hour of the race after two off-track excursions spelled a DNF. The No. 311 Whelen Cadillac car slid broadside into a wall at Indianapolis; a series of repairs did see it return to the race, albeit fully out of contention for anything but a finish.

Nothing about Cadillac’s 2024 Le Mans experience suggests victory, but having been a guest of the team all weekend gaining an intimate, first-hand look at the team and its processes, I’d argue that there are plenty of reasons to be impressed.

In fact, I’d go so far as to say that this is a promising sign for Cadillac’s Formula 1 hopes. Let me explain what I mean.

The ability to compete in a racing series doesn't solely rely on any one factor; rather, you're looking at a formidable smorgasbord of variables that all need to work together in order to make it to victory lane.

The car needs to be as fast as it is rugged, while its drivers need to be both bold and reliable. Engineers need to understand the nuance of strategizing a race. Pit stops need to be perfect. Both manufacturer-built and off-the-shelf parts need to hold up to stress. And that's not even accounting for bad luck, changeable weather, penalties passed down from other races, and any number of other random issues that might arise over the course of 24 hours.

Behind the scenes, Cadillac is a well oiled machine. I spent hours in the garage, watching both pit stops and the tedium of safety car procedures. I spoke with executives and drivers, watched how they reacted to both tough questions and frustrating in-race situations. I saw nothing that indicated to me that the manufacturer wouldn't be capable of competing at the highest level of international motorsport. In fact, I was deeply impressed by the way the team handled unexpected stressors.

As Wontrop Klauser told me, one of the most challenging obstacles to overcome in motorsport is learning the various processes that make the sport what it is. Even something as simple as navigating an unfamiliar garage area for the first time can make or break a team's ability to succeed.

"Racing is a dance. Knowing where you're supposed to be, when you're supposed to be there, and how to react if it's not exactly what you're expecting is huge," she said.

I had a clear view of that happening while in the garage. On Saturday night, a safety car neutralized the race just as rain began to fall. The shower wasn't expected to last long, but it was forecasted to be heavy.

All three Cadillac crews leapt into action. They set both rain tyres and slicks out at the lip of the garage, as a pit stop needed to happen anyway, but it wasn't clear how the weather would shape up by that point. Scott Dixon emerged in his race suit and helmet in the event that he'd need to climb behind the wheel. The pit crew got into position without fuss or tension.

As it transpired, the Cadillac Nos. 2 and 3 swapped to wet weather tyres. The No. 3 crew opted against a driver change, and Dixon disappeared back into the garage to rest.

The No. 311 team didn't stop, rolling the dice on a different kind of strategic gamble. The entire process was quiet, quick, and efficient; there was no frustration, chaos, or arguing. Wontrop Klauser was right — it looked like Cadillac had mastered the steps to a complex dance.

Since it entered both the WEC and IMSA series, Cadillac has proven to be quick learners capable of competing on the big stage. If its sports car program is capable of mastering the complex dance of endurance racing, its Formula 1 program can be expected to be just as adept.



Michael Andretti during 2024 Indy 500 practice PlanetF1© PA Images

Late last week, Sportico reported on a bombshell: Michael Andretti would be stepping back from active management of Andretti Global, the motorsport organization he has run since 2002.

Now, Andretti himself has stepped in to address rumors about what it all means, as reported by the **Associated Press**.

Michael Andretti: "The timing was right… to take a different role with the team."

After the Sportico bombshell, **Associated Press** journalist Jenna Fryer reached out to both Michael Andretti and to Andretti Global co-owner Dan Towriss to understand exactly what was happening with the team.

According to the AP, Andretti's decision to step back from the active running of Andretti Global has more to do with his personal life than anything else.

"We've been working on this for a few months now. For me where I am in my life and what I want to do, the timing was right for me to take a little different role with the team," Andretti told AP.

"A role where I don't have to be on it every day and I can still stay involved because I'll be involved as an advisor as well as an ambassador.

"We were able to come to a deal between myself and Dan [Towriss] and I think we are both happy with what we came up with."

Andretti is turning 62 years old, and he's helping raise his twin 10-year-old sons. His elder son Marco Andretti also welcomed a daughter into the world this

Andretti clarified to the AP that his future role with the team remains undefined at this moment, though he's looking more toward ambassadorial duties as opposed to actively being in charge of the team.

Further, the Andretti Global name will remain intact.

Speaking to the AP, Towriss added, “We didn’t say that he doesn’t own our team. There’s all kinds of speculation.

“We certainly have restructured the ownership. Michael still has a financial interest. This got leaked in a way that put us on our back foot in terms of responding to things.

“People are going to always look to try to fill a vacuum with stories that sound great and are super interesting. This one is not super interesting. Michael said this was a time to take on a different role from the daily grind.”

Rumors abounded in the aftermath of Sportico’s bombshell, including the assertion that Andretti was stepping back from team ownership as a direct result of Penske Entertainment’s running of IndyCar.

“I would not give Roger [Penske] that much credit,” Andretti told the AP after a year of calls for Penske to sell the series to someone more willing to market the series properly.

But perhaps most fascinatingly is the fact that both Andretti and Towriss were silent on what this means for Formula 1.

According to the AP, neither Towriss nor Andretti would speak at all on Formula 1, even refusing to confirm if Andretti Global is still interested in pursuing ownership of a team.

While the FIA opened applications for prospective F1 teams to join the field as an 11th entry, there has been fierce backlash from Formula One Management and from many of the existing teams on the grid.

As the AP notes, some of that backlash seems to stem from a personal dislike of the Andretti family, and of Michael Andretti in particular. Whether or not a new face helming the team operations will help remains to be seen.

Zak Brown joined the Andretti Acquisition Corp II board: Here’s what that means

Elizabeth Blackstock27 Sep 2024 8:08 PM

Michael Andretti and Zak Brown are both part of an SPAC called Andretti Acquisitions Corp. II.

With news that Michael Andretti will be stepping down as CEO of Andretti Global – the organization tasked in part with developing the proposed Formula 1 team – has come plenty of other juicy tidbits — including the fact that on 5 September, 2024, Zak Brown joined the board of directors for a new company called Andretti Acquisition Corp. II.

But what is Andretti Acquisition Corp? What role does Zak Brown play in the organization? And what does it have to do with Michael Andretti stepping back from Andretti Global — if it's relevant at all? We're digging in today.

What is Andretti Acquisition Corp II?

On 5 September, 2024, Zak Brown officially joined the board of directors for a new organization called Andretti Acquisition Corp. II, alongside several other key players: Michael Andretti, Mario Andretti, Bill Sandbrook, Jim Keys, Cassie Lee, Jerry Putnam, and more.

Andretti Acquisition Corp. II is a SPAC, or a Special Purpose Acquisition Company. These publicly traded companies are formed in order to acquire or merge with an existing business, generally by raising money through an initial public offering (IPO).

This is not the first time Brown has been involved in an Andretti-led SPAC. The original Andretti Acquisition Corp. was formed in 2021 and later merged with Zapata AI; this second group was formed in 2024 in order to enact a similar merger, albeit with a different company.

If you're not savvy on your business terminology, let's talk about what a SPAC is, and what it does.

Let's start by setting the stage. Going public with a company is a long and difficult process — one that is dictated by strict rules and federal regulations depending on the exact kind of business you're forming.

If you want to bypass some of those more frustrating processes, you can form a SPAC. A SPAC is basically an empty container company, one whose business is to acquire a different business.

So, because the SPAC didn't declare itself as being a specific business when it was formed, it can acquire a company without having to abide by all of the strict rules it would have had to agree to had the SPAC just declared itself in a certain business in the first place.

When the SPAC eventually acquires or merges with a private company, it can go public more easily than would have been possible had the initial investors set out to form a company in the first place.

Until a SPAC acquires or merges with a private company, the SPAC is sort of without purpose; it largely just exists in order to facilitate that merger. Once the merger is complete, all the folks who invested in the SPAC will earn shares in the private company.

In effect, a SPAC is created in order to raise money for the purpose of acquiring or merging with a private company.

The company filed with the Securities and Exchange Commission back in 2021 and closed on an IPO of $200 million back in 2022 after acquiring Zapata Computing Holdings.

The goal of the SPAC is to seek opportunities that could benefit Andretti, initially ruling out the acquisition of a motorsport team. A second acquisition group was formed in 2024 in order to continue investment.

Who are they key players in Andretti Acquisition Corp. II?

Zak Brown and Michael and Mario Andretti are not the only key players in the Andretti Acquisition Corp. II SPAC. To help understand what kind of private business the SPAC may be looking to acquire, let's run through the big names involved.

Andretti Acquisition Corp. II Management Team:

- **Michael Andretti, Co-CEO:** A former racer turned businessman.
- **Bill Sandbrook, Co-CEO**: President, CEO, and chairman of U.S. Concrete, a business that regularly sponsored the Andretti team in IndyCar.

- **Matt Brown, CFO**: A financial officer with experience in Rocky Mountain Industrials, Forterra, and U.S. Concrete.

Andretti Acquisition Corp. II Independent Director Nominees:

- **Zak Brown**: CEO of McLaren
- **Jim Keyes**: Former CEO of Wild Oats, Blockbuster, and AT&T. AT&T has ties with Red Bull Racing and was a key sponsor of the Long Beach Grand Prix in 2024.
- **Cassie Lee**: AT&T chief audit executive
- **Jerry Putnam**: Former New York Stock Exchange CEO
- **John Romanelli**: Founder and managing partner of Seahawk Advisory Corp.

Finally, Mario Andretti is listed as a “special advisor” of the SPAC. The same investors were involved in Andretti Acquisition Corp., and its successor, Andretti Acquisition Corp. II.

What is Zapata Computing Holdings?

Earlier in 2024, Andretti Acquisition Corp. merged with Zapata Computing Holdings, which is effectively a generative AI company. As per Zapata disclosures, Andretti Global is the company’s largest customer, and Zapata sponsors Andretti. The company now operates under the name Zapata AI and is listed on the NYSE as ZPTA.

Multiple members of Andretti Acquisitions Corp. praised Zapata AI as being a fast-growing business on the cutting edge of artificial intelligence.

However, the key players behind the initial acquisition group founded a second, Andretti Acquisitions Corp. II, in 2024 as well in order to repeat a similar merger process with a different company.

On September 9, 2024, Andretti Acquisition announced it would close its IPO, resulting in gross proceeds of $230 million — just days after it officially brought its independent director nominees in as official directors.

And what does Zak Brown have to do with all this?

While fans are particularly interested in the formal ties between the Andrettis and Zak Brown, this SPAC is by no means the first time the two parties have forged professional relationships.

In the Australian Supercars series, for example, Zak Brown's team United Autosports is partnered with Michael Andretti's team, creating Walkinshaw Andretti United.

Brown has also been a staunch defender of the Andretti Global push to enter Formula 1, though he has denied that there is any "anti-American bias" permeating the series and resulting in the ultimate denial of the Andretti bid.

Michael Andretti relinquishes ownership stake in Andretti Global – report

Elizabeth Blackstock27 Sep 2024 4:15 PM
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Michael Andretti is set to relinquish his ownership stake of Andretti Global.

Mere months after Andretti Global was denied entry into the Formula 1 paddock, CEO and chairman Michael Andretti is set to relinquish his ownership stake in the operation, according to recent reports.

Michael Andretti intends to remain with Andretti Global, albeit in a more strategic position as opposed to an operational one, **Sportico** reports.

Michael Andretti to give up ownership of Andretti Global

Multiple sources have confirmed to Sportico that Michael Andretti is set to relinquish his ownership stake of Andretti Global, the motorsport company he has been in charge of since 2002.

The team, formerly known as Andretti Autosport, saw significant investment from Dan Towriss and his holding company Group 1001 in 2022, after which time the operation was renamed Andretti Global.

The news of Andretti's departure from his ownership stake suggests instead that Towriss will take on operational duties, though the full details of the matter have yet to be announced.

In February of 2022, Andretti Global submitted an application to the FIA to signal intent in joining the Formula 1 grid. Less than a year later came the news that Andretti Global intended to partner with Cadillac, a General Motors brand, to serve as a power unit supplier.

The FIA itself accepted Andretti's bid to join the grid in early October of 2023 — though that was only the first step in a lengthy approval process. Next came approval from Formula One Management, which Andretti did not receive.

On 31 January, 2024, FOM announced it had rejected Andretti's appeal. It cited multiple reasons for the decision, among them being a potential lack of competitiveness on Andretti Global's part, as well as the fact that FOM did not see how Andretti would provide value to the Formula 1 championship.

The matter didn't end there, though. Both Michael and his father Mario Andretti have been outspoken about their desire to join the Formula 1 grid. The Department of Justice launched an antitrust investigation into Liberty Media, owner of FOM, in order to determine if the rejection of Andretti was legal.

Further, personal fights seem to litter the entire Andretti Global saga. Mario Andretti claimed that, during an event in the build-up to the Miami Grand Prix, Liberty Media CEO Greg Maffei told him "Mario, I want to tell you that I will do everything in my power to see that Michael [Andretti] never enters Formula 1."

UPDATE: Andretti Global provided a statement to RACER regarding Michael Andretti which reads, "Michael's goal has been to transition to a more

strategic role with Andretti Global and focus less on the operational side of the race team.

“Michael and Dan Towriss have been working closely on developing this new structure, one which Michael is excited to see take shape under Dan’s guidance.

“Michael remains engaged and will continue to serve as a strategic advisor and key ambassador. We will have more to share in the coming weeks, after Michael and Dan have had an opportunity to speak to the team.”

F1 did not just reject Andretti’s bid…they tore it to absolute pieces

Sam Cooper31 Jan 2024 4:12 PM
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F1’s rejection of the Andretti bid was as brutal as it was extensive.

It is one thing to be told ‘no’ to a dream project that you have poured hundreds of hours in and many, many more hundreds of dollars, but it is another thing to have that rejection be so brutal.

F1 has long been the target of the American Andretti family as they looked to move into the most famous motor racing series and you cannot accuse them for half-arsing it.

Many hundreds of millions of dollars have been spent adding what they hoped would be the home of their F1 operation in Indiana. Senior staff had been hired, a model had been built and tested in Toyota’s wind tunnel. They even managed to get one of the autosport world’s giants General Motors on their side.

And yet all of this was not enough.

F1’s official announcement was not a simple no to the Andretti bid, the sole one to make it through the FIA procedure last year, but was a systematic dismissal of everything they championed.

Andretti’s argument had long been they would add value to the grid; F1’s official view is that the relationship would be the other way around.

Andretti promised to be a competitive outfit and not just an also-ran; F1’s official view is that they could not achieve that.

Even the promise of GM as a power unit supplier in 2028 was not enough to open the locked door onto the F1 grid.

In almost every conceivable way, Formula 1 has wholeheartedly rejected Andretti and even if the door was left slightly ajar, it will still feel as if it has smacked them in the face.

Anyone who was aware of the situation was aware of the uphill battle Andretti faced.

F1 has never been keen on adding an 11th team and even Andretti’s F1 allies such as McLaren boss Zak Brown had their reservations.

It does of course come down to money. For the 10 existing teams, they were concerned their margins would be lower should there be another mouth to feed and for FOM, they were concerned about p*ssing off the teams that have made them a multi billion-dollar company.

The three months that had passed between the FIA’s approval and today had led some quarters to believe the bid was progressing well. The reality on display now is that Formula 1 was crossing every T and dotting every I of its extensive review.

In their statement, F1 listed the review process which would consider the competitiveness of Andretti, their need for a power unit supplier, the potential benefits of fan growth and consideration of Andretti’s financial stability amongst criteria. In almost every area, Andretti was found wanting.

In their conclusions, the commercially minded F1 said in their view the most realistic way of providing value would be by being competitive. They saw no evidence that made them believe Andretti would be competitive.

They raised doubts about Andretti being supplied by another PU manufacturer in the interim period before GM arrived.

They recognised Andretti may bring some fan growth but argued it would be more beneficial in the other direction.

They said an 11th team would place an “operational burden” on race promoters and incur those costs while impacting the room the 10 teams currently enjoy at any given circuit.

They even questioned whether Andretti were aware of the size of the task given Andretti’s desire to join in 2025 and essentially build two different cars in the same amount of years.

One final nugget from the statement was the revelation that Andretti were informed of the findings in December and offered a meeting, yet declined to turn up. Given the brutal nature of the findings, it is understandable why.

The nature of the findings was so damning, so brutal, that you could even take it as a warning for any future team hoping to get on the grid.

Ever since Andretti has emerged as a potential candidate, F1 has often been portrayed as the bad guy and after months of waiting, they have unequivocally laid down the law.

Andretti will walk away bruised and battered and it is hard to see how they ever come back from this.

Andretti F1 entry REJECTED as F1 issues biting bid assessment

Thomas Maher31 Jan 2024 3:39 PM
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Michael Andretti is set to relinquish his ownership stake of Andretti Global.

Formula 1 has issued a statement rejecting the Andretti Global entry into Formula 1 over the coming seasons.

Andretti's attempts to enter Formula 1 over the coming seasons have been brutally rejected by Formula 1, with a full assessment offered by the sport to clarify the reasons for the rejection.

Last year, the FIA invited applicants to tender for application to the championship, with the Andretti entry – overseen by former F1 driver Michael Andretti, son of 1978 World Champion Mario – being the most serious of the applications. That application, having passed the initial stages outlined by the FIA, has now been rejected.

Andretti entry bid rejected by Formula 1

With the FIA confirming in October 2023 that Andretti's application had fulfilled the initial selection criteria, the governing body indicated Andretti could proceed to the next stage – that being an assessment by Formula 1 as the commercial rights holder (Liberty Media – CRH).

This process was to determine whether or not Andretti's entry would bring value to the championship – both the FIA and F1 must agree for an applicant to make it onto the grid.

Critically, F1 says a letter of invitation to an in-person meeting with Andretti to discuss the application was not taken up by Andretti and has now outlined how the team's entry should not be considered for inclusion on the grid in either 2025 or '26.

What reasons did F1 give for Andretti rejection?

In a statement issued to the media, F1 stated that, in itself, an 11th team wouldn't necessarily add any value to the championship.

The justification for this is that an 11th team needed to show that its involvement would be of material benefit to the championship or to the CRH.

“The most significant way in which a new entrant would bring value is by being competitive, in particular by competing for podiums and race wins,” said the statement.

“This would materially increase fan engagement and would also increase the value of the Championship in the eyes of key stakeholders and sources of revenue such as broadcasters and race promoters.”

Andretti’s link-up with Cadillac through General Motors, a huge coup for the entry, didn’t sway F1 either.

While GM would link up with Andretti, the manufacturer would not be a power supplier initially – instead being a ‘silent partner’ for the first few years. F1 said a GM power unit supply from the outset would have “enhanced its credibility”, although a novice constructor and novice power unit supplier “would also have a significant challenge to overcome.”

With the chassis and power unit regulations also going through revolutionary changes between 2025 and ’26, requiring very different designs on both fronts, F1 also scoffed the suggestion that Andretti would design and build a car for the final year of the current regulations only to immediately design and build a car for the new regulations almost immediately.

Without a GM power unit from the get-go, F1 also explained that the existing power unit manufacturers – one of whom would be made to supply an engine based on the sporting regulations forcing them to do so – would “inevitably be reticent to extend its collaboration with [Andretti] beyond the minimum required while [Andretti] pursues its ambition of collaborating with GM as a PU supplier in the longer term, which the compulsory PU supplier would see as a risk to its intellectual property and know-how.”

As a result, F1 said there’s no basis to allow a new applicant in for 2025 and questioned Andretti’s own attitude towards the regulations by saying: “The fact that [Andretti] proposes to do so gives us reason to question their understanding of the scope of the challenge involved.”

Despite Andretti’s success in other motorsport categories, F1 also said that the sport ” represents a unique technical challenge to constructors of a nature

that [Andretti] has not faced in any other formula or discipline in which it has previously competed, and it proposes to do so with a dependency on a compulsory PU supply in the initial years of its participation.

“On this basis, we do not believe that [Andretti] would be a competitive participant.”

F1 also explained that, on the power unit front, the challenge facing a new power unit manufacturer is not one to be underestimated. Citing how “major automotive manufacturers have struggled in the past”, F1 conceded that GM has the resources and credibility to do so but that “success is not assured”.

F1 would ‘bring more value to Andretti’ than the other way around

Examining Andretti’s application through a commercial lens, F1 said the team could provide value to the championship provided they are competitive. However, F1 bluntly said: “We do not believe that [Andretti] would be a competitive participant”.

While the regulations do have a clause to force existing power unit manufacturers to supply customers that can’t find a willing partner, F1 has shied away from making that happen by saying it would be “damaging to the prestige and standing” of the sport.

In a real poke in the eye for Andretti, the statement also said “While the Andretti name carries some recognition for F1 fans, our research indicates that F1 would bring value to the Andretti brand rather than the other way around.”

F1 also said they could not forecast any material positive effects on financial results for the CRH, while also placing additional operational burdens on race promoters alongside a reduction in technical, operational, and commercial opportunities for the other 10 teams.

“We do not believe that the Applicant has shown that it would add value to the Championship,” concluded the statement.

“We conclude that the Applicant’s application to participate in the Championship should not be successful.”

However, the door might not be completely shut for Andretti who, only this week, revealed they are continuing with a full-speed-ahead approach to preparing for a possible F1 entry over the next year or two.

F1 said the prospect of entry into the 2028 championship with GM backing, either as a factory entry or a customer team, could be looked upon differently, particularly in respect of bringing a new OEM into the sport.

Finally, while many of the current F1 teams made their lack of enthusiasm for an Andretti entry very obvious, F1 said their assessment of Andretti's application "did not involve any consultation with the current F1 teams.

"However, in considering the best interests of the Championship we took account of the impact of the entry of an 11th team on all commercial stakeholders in the Championship."

Andretti F1 twist as Department of Justice launches Liberty Media antitrust probe

08 Aug 2024 5:37 PM

The United States Department of Justice's Antitrust Division has officially opened an antitrust investigation against Liberty Media.

Greg Maffei, CEO of Liberty Media, confirmed this morning that his company is officially under investigation for denying Andretti Global entry into the Formula 1 World Championship.

Antitrust allegations against Liberty Media over Andretti F1

In January of 2024, Formula 1 announced that Andretti Global's bid to enter the series as an 11th team had been denied, largely claiming that the outfit would offer no additional value to Formula 1, and that the team's proposal was underprepared.

Fans erupted at the news, but the saga has continued.

Ahead of the Miami Grand Prix, Mario Andretti — father of Michael Andretti, the head of Andretti Global — paid a visit to Capitol Hill, where US lawmakers announced they were considering an antitrust investigation into Liberty Media for denying Andretti. The explanation largely centered around the involvement of General Motors, which had intended to supply Andretti with power units via its Cadillac brand.

Those lawmakers alleged that by denying Andretti entrance to Formula 1, it was effectively denying an American brand the ability to compete on the world stage.

Soon after, during a Miami Grand Prix event, Mario Andretti alleged that Greg Maffei approached him to say, “Mario, I want to tell you that I will do everything in my power to see that Michael never enters Formula 1.”

Now, Maffei has confirmed that the Department of Justice has opened a probe.

More on Cadillac’s F1 hopes

“This morning, we announced that there is a DOJ investigation,” Greg Maffei said during an investor call, as quoted by **Speedcafe**.

“We intend to fully cooperate with that investigation, including any related requests for information.

“Our determination, F1 determination, was in compliance with all applicable US antitrust laws, and we’ve detailed the rationale for our decision vis a vis Andretti in prior statements.

“We are certainly not against the idea that any expansion is wrong [sic],” he added.

“There is a methodology for expansion that requires approval of the FIA and F1.

“We’re certainly open to new entrants making applications and potentially being approved if those requirements are met.”

At this moment, the DOJ investigation would involve the gathering of documents before being brought before a grand jury.



Aston Martin's Adrian Newey poses in the factory.© PA Images

Criticised for their "premature" song and dance over Adrian Newey's signing, Mike Krack says it was actually a "great announcement" for Aston Martin and one that gave them extra motivation.

After months of speculation about his next destination, having announced in May that he would be leaving Red Bull in early 2025, Aston Martin named Newey as their new Managing Technical Partner.

Signing Adrian Newey was 'huge news' for Aston Martin

And they did so in an event usually reserved for a big-name driver signing with Aston Martin dignitaries, team owner Lawrence Stroll, F1 drivers Fernando Alonso

and Lance Stroll, as well as other higher-ups present along with the F1 world's media.

The unveiling took place at Aston Martin's state-of-the-art Silverstone facility with Stroll crowing about the "huge news" and labelling Newey as the "best in the world at what he does".

"It's the biggest story since the Aston Martin name returned to the sport," he added, "and another demonstration of our ambition to build a Formula One team capable of fighting for World Championships."

But the grandiose affair wasn't appreciated by everyone.

"It was obviously a large announcement by Aston," said Red Bull team boss Christian Horner, "and you know, Adrian has always tended to do his own thing.

"Obviously it was a big moment for that team, and they chose to celebrate it, perhaps potentially slightly prematurely, before he's finished his contract with Red Bull Racing. But obviously it was a big moment for that team."

More on Adrian Newey's move to Aston Martin

👉 Adrian Newey: All you need to know about his sensational Aston Martin move

👉 Explained: Adrian Newey's job title and how Aston Martin's technical structure will look

For Krack though it was just an announcement, a great one that was good for the team with Aston Martin following that up with their best result in eight races as Alonso claimed sixth place in Azerbaijan.

"It was a great announcement, it was a great week for us," the Aston Martin team boss told the media in Baku after Sunday's race.

"It was fantastic in the factory, in the campus. It was great here. You could like some extra motivation, and there is also much more attention from you guys [media] because of that.

“So I think it’s good for the team, it’s good for the brand. We achieved a good result.”

But while the P6 was a good result for Aston Martin, Krack concedes there’s still a lot of work to be done before Newey arrives in March next year, most notably design and build the 2025 AMR25.

Although Newey’s influence will not be felt on the first edition of the car that will race in Australia, Krack reckons it’s only a matter of time before the championship-winning designer makes improvements.

“We cannot sit down and wait for his arrival,” he said. “We have the ’25 car to do, which is running full steam in the wind tunnel and also in the design, so we cannot be distracted now by that and wait.

“So the ’25 car is going ahead, but then when we have Adrian’s arrival then obviously there is time still for him to have a look at the car and make improvements.”

Formula 1’s new narrower 2026 tyre specifications have run for the first time on an Aston Martin mule car.

Ahead of the major rules revamp that is coming in two years' time, Pirelli is introducing slightly smaller tyres as part of an effort to reduce overall car weight.

While the tyres remain with the current 18-inch rim size that has been used for the latest ground-effect era, the size of both the front and rear tyres will be reduced.

Read Also:



F1's new 2026 smaller tyres get first run on Aston Martin mule car

Mercedes reveals one-off green and black Singapore livery



F1's new 2026 smaller tyres get first run on Aston Martin mule car

FIA adds fourth DRS zone for Singapore GP

Pirelli has agreed to reduce the front tyre width by 25mm and the rear tyre width by 30mm.

The tyres themselves will also become smaller in diameter, going from the current 720mm diameter to 705-710mm.

While F1's final technical regulations for 2026 are yet to be finalised, which means that the definitive aero load has not been set just yet, Pirelli did not want to wait too long before running the tyres on track.

That is why it has agreed with the FIA for a mule car test programme to be run with modified 2023 cars.

With all teams obviously eager to get any early knowledge of the 2026 tyre designs, there was a great deal of interest in squads committing to running a mule car for these early runs.



Felipe Drugovich, Aston Martin Racing, Pirelli test Barcelona© Motorsport.com

Felipe Drugovich, Aston Martin Racing, Pirelli test Barcelona

Photo by: Pirelli



Felipe Drugovich, Aston Martin Racing, Pirelli test Barcelona© Motorsport.com

Felipe Drugovich, Aston Martin Racing, Pirelli test Barcelona

Photo by: Pirelli

However, Aston Martin came out of top, with team principal Mike Krack revealing that the decision for the team to be part of the first test had been decided in a lottery.

“There was a selection process – or a lottery process – because there was a number of teams who wanted to be part of this test programme. We were drawn first, so we are the first to do this,” he said.

It is understood that McLaren and Alpine will also be taking part in the first batch of mule car tests, with all other squads having a run later on in the development programme.

Aston Martin reserve driver Felipe Drugovich was first to try out the 2026 tyre designs, running the modified Aston Martin at Barcelona this week for two days, having completed 670km of running on Tuesday.

The FIA had to introduce a change to the rules to allow the use of mule cars for the 2026 regulations, with Pirelli admitting it was a quite a delicate situation in ensuring nobody gained a competitive advantage.

“Obviously, on one side, they [the FIA] don't want to give an advantage to anyone,” said Pirelli’s head of car racing Mario Isola. “That is understandable.



Felipe Drugovich, Aston Martin Racing, Pirelli test Barcelona© Motorsport.com

Felipe Drugovich, Aston Martin Racing, Pirelli test Barcelona

Photo by: Pirelli

“On the other side, we need to have cars that are as much as possible representative of the 2026 situation. We will choose, together with the teams, a downforce level that is representative.

“But this is the very first test. We are going to test the baseline to understand if the balance is correct.

"Obviously, we have simulations, and we have indoor testing, and we already released indoor data to all the teams, as usual, and we are going to distribute the report after the test with the teams too.”



F1 autumn break explained.© PA Images

F1 has taken the step in the record-breaking 2024 season to include a four-week gap between the Singapore and United States Grands Prix, to offer some respite before a demanding end to the year.

Two triple-headers will cap off the F1 2024 calendar, but 18 races in, a new ‘autumn break’ is in place this year, and while it is the same length as the summer break in August, there is one key difference.

F1 ‘autumn break’ explained: The one big difference from F1’s summer break

While teams and drivers may take the opportunity to be with their loved ones over the coming weeks, what differs this gap from the summer break is that in August, Formula 1 forces the teams to shut their factory down for two weeks, meaning no car development, no performance gains – nothing that can improve their chances in the current year.

In this gap, however, that is not the case, which Red Bull team principal Christian Horner explained could lead to something of an arms race for those involved in key fights up and down the field in the coming weeks.

While everybody's main focus is already likely to have switched to the teams' 2025 car development, with both current title fights still up for grabs, resources may still be put into the F1 2024 season too.

"I think there's a vein of development, and I think we've understood some of the issues with the car, I think we're starting to address them," Horner told reporters at Marina Bay.

Related video: Max Verstappen hints at early retirement from Formula One amid latest FIA swearing row (Dailymotion)

More on what is to come in the rest of the F1 2024 season

👉 F1 schedule: When is the next F1 race and where is it being held?

👉 The ultimate F1 2024 title calculator: How championship fight could unfold in the final races

"We were better in Baku. We were better here [Singapore]. So, yeah, there'll be a lot of late nights in Milton Keynes.

"With the benefit of there being no factory shutdown over the next three-week period, it's going to be a busy period of activity.

"I think everybody's massively motivated in the team, and we're still fighting, obviously, for both championships.

"We took a hit again in the Constructors' today [Sunday], but still a lot of races to go and some circuits that we performed very well at in the past."

What comes next when the F1 teams return to action?

In the final six races, there are two demanding triple-headers to come for the teams, with everything on the line for everyone.

The 'flyaway' races of the Americas are to come, with the United States, Mexico City and Sao Paulo Grands Prix to come in one go, before another three-week interlude, then Las Vegas will be followed by a long-haul flight to Qatar the following week, before the season ends in Abu Dhabi.



Michael Andretti Zak Brown PlanetF1© PA Images

As reports surfaced last week that Michael Andretti would be stepping down from actively running Andretti Global, so too did a few keen-eyed

researchers discover that McLaren Racing CEO Zak Brown had teamed up with Andretti to form an SPAC called the Andretti Acquisition Corporation.

However, on September 30, Brown resigned from the SPAC board. What does that mean, and why has it happened?

Zak Brown resigns from Andretti Acquisition Corporation II

Last week, it became clear that Zak Brown had signed on as a chairman at Andretti Acquisition Corporation II, a Special Purpose Acquisition Company (SPAC). The goal of an SPAC is to raise funds to merge with a company that can then go public on the stock market without having to know the specifics of the business plan while raising SPAC money.

Brown joined the initial Andretti-led SPAC back in 2021, which merged successfully with a company that came to be known as Zapata AI. A second Andretti Acquisition Corporation was founded earlier in 2024, likely with the intention of merging with a different private company that could advance Andretti's goals.

However, Brown has now stepped down from the board of directors. **Investing.com** states that the departure was mutual, and that it was not related to any conflicts with the SPAC or its operations, goals, practices, or policies.

No reasoning was provided for the departure.

More on the latest from Andretti and Brown:

Reasons for Brown's departure remain unclear, though it does come in the wake of Michael Andretti stepping down from day-to-day organizational operations at Andretti Global, the team he's run since 2002.

That being said, the SPAC has no direct influence on Andretti Global aside from the fact that it was formed with the intention of merging with private companies that may aid the racing effort.

There was no conflict of interest in Brown's role on the board; rather, his presence alongside CEO of US Concrete Bill Sandbrook, CEO of Wild Oats Jim Keyes, former New York Stock Exchange CEO Jerry Putnam, and more was to provide funding to merge with a business. It was strictly a financial relationship designed to benefit both Andretti and *all* the SPAC's chairpeople — including Brown.

Further, Brown and Andretti have co-run a team in the Australian Supercars series. The two are obviously aligned on certain business and racing principles.

As a result, it would be inappropriate to conclude anything too earth-shaking from Brown's resignation. The SPAC was never designed for Andretti to acquire McLaren, or vice versa; the SPAC also does not suggest that Andretti was going to become a McLaren junior team, nor does Brown's departure from the SPAC mean those plans have ceased.

Further, SPAC chairpeople have little control over the private company that directors choose to invest in. That means Brown would not have had the power to veto or negotiate any deals.

However, if Andretti Acquisition Corp. II were to merge with a company that Brown did not wish to do business with, he would be able to reclaim his funding and leave the board. It is not clear if that is the case in this situation

Michael Andretti quizzed on F1 role after bombshell Andretti Global restructuring

30 Sep 2024

Late last week, Sportico reported on a bombshell: Michael Andretti would be stepping back from active management of Andretti Global, the motorsport organization he has run since 2002.

Now, Andretti himself has stepped in to address rumors about what it all means, as reported by the **Associated Press**.

Michael Andretti: “The timing was right… to take a different role with the team.”

After the Sportico bombshell, **Associated Press** journalist Jenna Fryer reached out to both Michael Andretti and to Andretti Global co-owner Dan Towriss to understand exactly what was happening with the team.

According to the AP, Andretti’s decision to step back from the active running of Andretti Global has more to do with his personal life than anything else.

“We’ve been working on this for a few months now. For me where I am in my life and what I want to do, the timing was right for me to take a little different role with the team,” Andretti told AP.

“A role where I don’t have to be on it every day and I can still stay involved because I’ll be involved as an advisor as well as an ambassador.

“We were able to come to a deal between myself and Dan [Towriss] and I think we are both happy with what we came up with.”

Andretti is turning 62 years old, and he’s helping raise his twin 10-year-old sons. His elder son Marco Andretti also welcomed a daughter into the world this month, making Michael a grandfather for the first time.

Andretti clarified to the AP that his future role with the team remains undefined at this moment, though he’s looking more toward ambassadorial duties as opposed to actively being in charge of the team.

Further, the Andretti Global name will remain intact.

Speaking to the AP, Towriss added, “We didn’t say that he doesn’t own our team. There’s all kinds of speculation.

“We certainly have restructured the ownership. Michael still has a financial interest. This got leaked in a way that put us on our back foot in terms of responding to things.

“People are going to always look to try to fill a vacuum with stories that sound great and are super interesting. This one is not super interesting. Michael said this was a time to take on a different role from the daily grind.”

Understanding Andretti Global:

Rumors abounded in the aftermath of Sportico’s bombshell, including the assertion that Andretti was stepping back from team ownership as a direct result of Penske Entertainment’s running of IndyCar.

“I would not give Roger [Penske] that much credit,” Andretti told the AP after a year of calls for Penske to sell the series to someone more willing to market the series properly.

But perhaps most fascinatingly is the fact that both Andretti and Towriss were silent on what this means for Formula 1.

According to the AP, neither Towriss nor Andretti would speak at all on Formula 1, even refusing to confirm if Andretti Global is still interested in pursuing ownership of a team.



Brown steps down as Andretti director after just a month in charge© Provided by GPblog.com

Zak Brown has stepped down as chief executive of Andretti, barely a month after signing. The McLaren CEO joined the American company in what was a surprising move, but that new role for the American has not lasted long.

In early September, Michael Andretti, Zak Brown and several others formed a new company called Andretti Acquisition Corp. II. This company is what is known as a SPAC, or a Special Purpose Acquisition Company. These listed companies are formed to acquire or merge with an existing company, usually by raising money through an initial public offering (IPO). In effect, a SPAC is a shell company whose business is to acquire another company.

Given both their backgrounds, it was likely that Brown and Andretti would want to use the SPAC to invest in - or thus even take over - companies related to racing. But it won't get that far, as Brown has since stepped down from the company.

'No feud between Brown and Andretti'

A document from the US Chamber of Commerce reads, "*On 30 September 2024, Zakary C. Brown resigned as a member of the Board of Directors of Andretti Acquisition Corp. II and also ceased to serve as a member of the compensation committee of the Board. Mr Brown's departure was not the result of a disagreement with management or the board on any matter relating to the company's operations, policies or practices.*"

So what was the reason? That is conjecture. In any case: In a SPAC, investors (like Brown, that is) can get their deposited money back if they are not interested in the company with which the acquisition or merger is entered into after all.

This article was written in collaboration with Olly Darcy

A luxury conglomerate boasting world renowned names, sought after brands and a global appeal announced a landmark partnership on Wednesday evening – as they agreed a deal with LVMH.

Formula 1 has once again become the height of luxury; a company, a sport and a brand that is soaring amid levels of popularity that has sponsors queuing up to get on board and pay millions of dollars a year for the privilege.

That could stretch to $1billion across the decade-long partnership agreement struck with LVMH, whose 'Maisons' include champagne brand Moet, luxury watch maker TAG Heuer and fashion brand Louis Vuitton.

Now those products will call F1 home – as Bernard Arnault chairman of the LVMH Group said following the announcement: "The people, the quest for excellence and the passion for innovation are at the heart of the activity of our Maisons and Formula 1."

The deal will start from the 2025 season and includes LVMH brands becoming involved in hospitality, activations and limited editions, adding to the presence the company already has within F1.

For Moet, see Ayton Senna flying off the start line like a popped cork, the precision timing of a TAG Heuer watch matched by Michael Schumacher's performance while fellow seven-time world champion Lewis Hamilton is a fashion icon to rival Louis Vuitton.



LVMH becomes F1 Global Partner from 2025 in historic 10-year deal

LVMH becomes F1 Global Partner from 2025 in historic 10-year deal

Add to that a healthy dose of Ferrari, a helping of Mercedes and a dash of James Bond's own Aston Martin and sponsors are stirred rather than shaken about the prospect of getting on board.

The product Liberty Media has created has the biggest and best wanting a slice of the pie and, once they have dipped their toes the majority want to dive right in at the deep end.

LVMH was a sponsor of the Las Vegas Grand Prix last year through their Moet Hennessy brand, which was also a partner of Red Bull Racing and the Monaco Grand Prix – now that has ballooned into a global partnership.

Similarly, Santander will bring to an end years of association with Ferrari this season as the banking giant has signed on as retail banking partner of F1 itself, while Lenovo is also coming on board as a global partner – a deal that includes the title sponsorship of two races – one of which will be the Japanese Grand Prix.



Mark Mann-Bryans: Latest global deal shows F1 is a luxury brand in itself

Aston Martin must not sit back and wait for Newey to start, says Krack

For LVMH though, who already have sponsorship deals with the Premier League, FIFA World Cup, Olympics, Paralympics and the NFL, they have taken the next step in F1 with a partnership that will see their brands across all aspects of a sport that is at the heights where it can command such fees.

As Arnault said: "In motorsport as in fashion, watchmaking or wines and spirits, every detail counts on the path to success." For F1, that particular path continues to be lined with gold.



Villeneuve says "exceptional drivers" can only drive cars designed by Newey

Jacques Villeneuve believes that only "exceptional drivers" can properly compete in cars designed by Adrian Newey. With the British designer moving to Aston Martin in 2025, there is a lot of excitement and some high expectations for the Lawrence-Stroll-owned team, but straightaway success may not be as easy as many thinks, says the Candian.

Will Newey's designs suit Aston Martin?

Newey joined the British team after he left Red Bull Racing, working at the Austrian team for 18 years. However, after a turbulent offseason in 2024, it led to the departure of many key members of staff, including Newey, meaning every other team in F1 wanted to sign the master designer. Aston Martin were able to do so, and now, with Newey joining on 1 March 2025, they will look to seriously challenge for titles in 2026.

However, Villeneuve thinks that there might not be success straight away for Aston Martin once Newey starts working on the designs for the British team, saying that cars designed by Newey can only work effectively if a top-quality driver is behind the wheel.

"*From my experience, Newey has always built cars that need to be driven very precisely,*" started the 1997 world champion. "*His cars have always had a narrow operating window, but if you found that operating window, the cars were super fast. It is not a car for everyone. He makes cars for exceptional drivers and the exceptional drivers will make a big difference in these cars; the ordinary driver will suffer,*" Villeneuve indicated to *Marca*.

Newey has earned 12 constructors' titles and 13 drivers' titles in his time at Williams, McLaren and Red Bull Racing, becoming one of the all-time greats of the sport and highlighting the success he has had at different team with his designs. However, with the British designer starting in March 2025, next season will be a transition year for the British team. Newry will then come in and work mainly on the 2026 car, taking advantage of the regulation change in F1.

"*The key now for Fernando [Alonso] is to 'survive' long enough to get a winning car,*" Villeneuve continues, knowing that 2026 will be the season that Aston Martin are looking towards. "*You don't do that by beating [Lance] Stroll by a second a lap. Part of Fernando's job there is to help Lance improve. His job there is not necessarily to become champion himself, he has to make Aston Martin champion. That's why Newey is joining the team.*"

Currently, Alonso is 43 years old. When the 2026 season ends, he will be 45 years old, which will make him one of the oldest drivers ever in Formula 1, certainly in the past few decades.

This article was created in collaboration with Corwin Kunst



F1 rumor: Cadillac to drop Andretti in Formula One bid

Rumors have surfaced suggesting that Cadillac might break away from its alliance with Andretti Global to pursue an independent entry into Formula 1. This speculation is fueled by recent developments, including Michael Andretti's resignation as the CEO of Andretti Global, which adds an air of uncertainty to the team's motorsport strategies and future F1 endeavors.

Andretti Global, known for its partnership with General Motors' Cadillac, initially received approval from the FIA in October 2023. However, in January 2024, their F1 bid faced opposition from Formula One Management (FOM), primarily due to concerns about the team's potential value contribution to the sport. As the motorsport community watches closely, whispers of Cadillac considering a solo venture in F1 have gained traction. According to insiders, this move may involve Dan Towriss, whose financial backing through Andretti Global remains a crucial component.

Motorsport journalist Marshall Pruett has revealed Cadillac's rumored interest in advancing its F1 ambitions independently of Andretti. Pruett mentioned in a Q&A piece for RACER.com:

"Michael Andretti and Dan Towriss formed a new parent company a few years ago named Andretti Global which, I believe, houses all of the teams we know of, including, and especially for, the F1 program.

"The F1 plans are going forward and have experienced no planning or financial interruptions. No changes are expected with anything that I know of, except for seeing less of Michael."

Pruett added:

"I've heard some interesting theories floated from F1 insiders about Cadillac wanting to move forward without the Andrettis — but not without Towriss and his giant funding via the Andretti Global team he controls — with its desired F1 program, and this is the expression of that organizational play. We'll see what the future reveals."

He concluded:

"Continuing from the last question, I've heard there's a desire for something closer to a Cadillac Racing F1 program than an Andretti Global+Cadillac situation, and considering all of the money that can be made by being the entrant/team behind the program, there's a valid reason to do whatever it takes to get accepted.

"I don't foresee GM approving a massive budget to do it all on its own with Cadillac, not with huge investments coming across its move to going electric by 2035."

Andretti Global, despite facing challenges, has made notable moves towards establishing a strong presence in Formula 1. The recent launch of a new headquarters in Silverstone, UK, along with significant hires such as F1 technical chief Pat Symonds, proves their commitment to the sport.

It is worth noting that these are currently just rumors have not been confirmed by either party.



In an open letter, Andretti says that "it's time now to pass the baton to my partner and friend, Dan Towriss."© John Lamparski - Getty Images

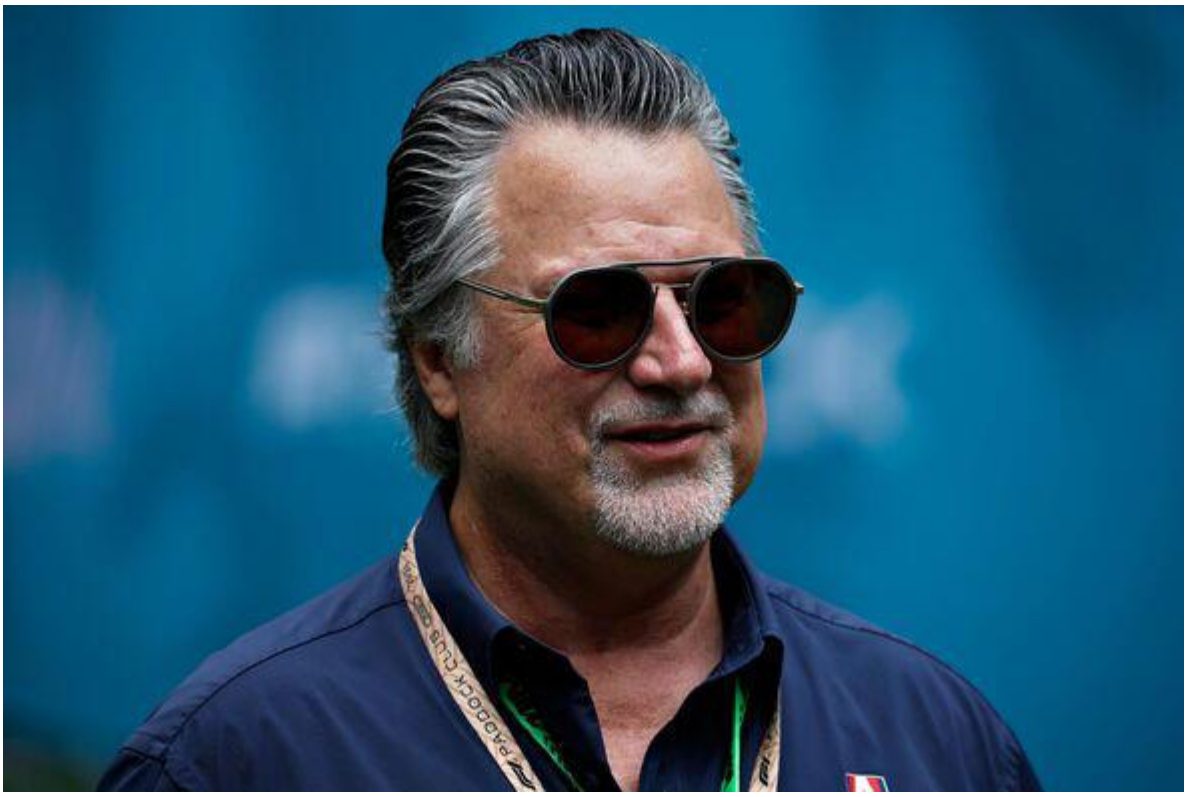
Michael Andretti shocked the racing world two weeks ago with the sudden announcement of his departure from his own multi-series racing team. Now that the dust has settled, Andretti on Monday revealed why he stepped away and what he plans to do next in an open letter shared by the team.

In the letter, Andretti says that "decades of running flat out" came with sacrifice and, "after much thought and reflection over the past several months," he eventually decided to take a step back from the program. Andretti notes that he has been in a "day-to-day operational role" since the day he retired from driving 17 years ago, a job that he now hands over to Andretti Global co-owner Dan Towriss.

While the 62-year-old has stepped down from his role managing the program, he has not stepped away from his namesake team entirely. Andretti says that he is "not going away" and will serve "as an advisor" for the team, a role that should see him still show up to race tracks throughout the world over the course of the racing season. Away from the track, Andretti says that he is "excited about the opportunity to spend more time with my beautiful family, including my 10-year-

old twins, embrace my new Nonno title and explore new things on a personal level and with my other businesses."

Andretti's team currently competes in IndyCar, Indy NXT, Formula E, and Extreme E. Two other teams owned in part by Andretti Global, Wayne Taylor Racing and Walkinshaw Andretti United, compete in the IMSA GTP and Australian Supercars championships, respectively. The team is also still pursuing a Formula 1 entry alongside Cadillac, although that FIA-approved program was rejected by F1's commercial rightsholders early this year.



Michael Andretti© Getty

Michael Andretti sent shockwaves across the world of motorsports last month when news broke that he was planning on stepping down from his role as owner of Andretti Global. On Monday, the 62-year-old confirmed the reports in an emotional letter addressed to his fans.

In an open letter shared by Andretti Global - the team he's successfully run for the last 22 years - Andretti professed his love for racing and desire to build a legacy in the sport alongside his family. But the former McLaren driver conceded that his career both on and off the track has been quite demanding.

"When my driving days slowed, I set my sights on creating a space that would inspire future drivers to go faster than I had," he wrote. "I believe that, together with the help of many very qualified and passionate team members, I have been able to do just that. For the past two decades, our team has seen the highest of highs and the lowest of lows. We've grown on a global level that I believe is still untouched in motorsport and we've seen some of the best talent in racing proudly wear the Andretti badge.

"Many of my best memories have come at the wheel of this organization, and I am so proud of what we have built. But decades of running flat out doesn't come without sacrifice and, after much thought and reflection over the past several months, I came to the decision to take a step back. I've had a day-to-day operational role since even before I stepped out of the race car, and it's time now to pass the baton to my partner and friend, Dan Towriss."

While Andretti acknowledged that his departure would likely come as a bit of a surprise to many of his loyal supporters, the Andretti Global Chair and CEO assured fans that he'd still be playing a role behind the scenes in his team's operations.

"As I make this decision for myself, my family and this team, I know this is somewhat of a shock to many, especially you, the fans, my extended family," he continued. "For many of you, you've watched me grow up, or you've grown up right alongside of me, and no matter what moves we've made as a team, you've stuck by our side at every turn.

"But I am not going away - I will be serving as an advisor for the team and will be available to help wherever I can. While you might see me less at the racetrack, know that my passion for the sport and my support for our team, and its people, will remain unwavering."

Following Andretti's departure, it remains to be seen what will happen with Andretti Global's continued push to gain entry to Formula 1. His son, Mario Andretti, for one still believes that the series should add more teams to its grid.

"I really do because you've got to think about the practical side of it," he told GPblog. "I had some conversation with the organizers, with Bobby Epstein [of COTA] for instance. Any organizer would welcome more. Perhaps 11 or 12 teams on the grid because look at the ambition of Formula One now."



May 28, 2023; Indianapolis, Indiana, USA; IndyCar Series former driver Mario Andretti reacts prior to the Indianapolis 500 at Indianapolis Motor Speedway. Mandatory Credit: Mark J. Rebilas-Imagn Images | Mark J. Rebilas-Imagn Images

Motorsport icon Mario Andretti continues with his efforts, along with Andretti Global's, to secure a spot for the Andretti Cadillac team on the F1 grid.

Rumors have begun to circulate following the announcement that Michael Andretti had stepped down as Andretti Global CEO. Speculations have circled around a possible fallout with business partner Daniel Towriss, who now holds ownership of the team, although Andretti has denied this in an open letter to fans. Further whispers suggest Cadillac's involvement in Formula 1 might hinge on Michael Andretti relinquishing his ownership position — a claim that also remains unconfirmed.

As these rumors gathered momentum, Mario Andretti has offered some insight. He explained during an interview with GP Blog:

"Well, I think you will have to talk to Michael. A lot of things are not exactly the way that it seems, like people are assuming, because no official comments have been made on that. So that's coming. It's not for me to divulge any of that.

"I think it's gonna be any time within a month, I would suspect. It'll be when everything is totally established."

Amidst this turbulence, Mario Andretti remains focused on the larger picture: expanding Formula 1's grid. During conversations with key figures like Bobby Epstein of the Circuit of The Americas (COTA), Andretti has pushed the idea of increasing the number of teams in F1 to strengthen competition and ensure the sport's enduring stability.

"I really do because you've got to think about the practical side of it. I had some conversation with the organisers, with Bobby Epstein [of COTA] for instance. Any organiser would welcome more. Perhaps 11 or 12 teams on the grid because look at the ambition of Formula One now.

"Look at the calendar they have. The team members have no life. With this type of strain, there's always a chance that maybe a team would falter. [Perhaps] all of a sudden you're not going to have 10 teams maybe. But to assure yourself, you can see that theis welcoming that because it's part of the system that 12 teams would be allowed and welcomed as long as there's merit to it. It looks like there are some that want to be. Us being the other one fighting for it. I think it ensures that you're going to have a solid grid in the future."

Discussing the news that Alpine will no longer be using Renault power units from 2026, Andretti added:

"Well, here again. Not everybody's really, really, totally healthy. As far as the teams, there are always some things going on that raise questions about the stability of it. I think it's a business decision to be able to even allow at least 11 or 12 teams, I think would be very healthy for Formula One,".



Mario Andretti at the 2024 Miami Grand Prix.© PA Images

Mario Andretti has reiterated his belief that the Formula 1 grid should expand, believing that not everybody on the grid is "really totally healthy".

His son, former McLaren driver Michael Andretti released an open letter on Monday addressing his stepping back from the day-to-day running of Andretti Global, but stated he will instead be serving as an advisor to the team.

Mario Andretti reiterates calls for 'solid grid' in future including expansion

Michael Andretti's bid to join the grid from 2026, in conjunction with a power unit deal with Cadillac, was knocked back by Formula 1 after an Expressions of Interest process by the FIA.

But with the number of teams on the grid remaining at 10 for the foreseeable future, 1978 World Champion Mario thinks one or two more constructors would solidify the structure that is in place as it stands.

“I really do because you’ve got to think about the practical side of it,” Andretti told GPblog when asked if he still believes the grid should be added to.

“I had some conversation with the organisers, with Bobby Epstein [COTA executive chairman] for instance. Any organiser would welcome more.

“Perhaps 11 or 12 teams on the grid because look at the ambition of Formula 1 now.

What’s happening at Andretti Global?

“Look at the calendar they have. The team members have no life. With this type of strain, there’s always a chance that maybe a team would falter.

“[Perhaps] all of a sudden you’re not going to have 10 teams maybe. But to assure yourself, you can see that the FIA is welcoming that because it’s part of the system that 12 teams would be allowed and welcomed as long as there’s merit to it.

“It looks like there are some that want to be. Us being the other one fighting for it. I think it ensures that you’re going to have a solid grid in the future.”

Following the news that Renault will step away from Formula 1 as a power unit supplier, but will remain on the grid as a team with Alpine, it was put to Andretti that the sport could do with the addition of Cadillac in its place.

“Well, here again. Not everybody’s really, really, totally healthy,” he responded.

“As far as the teams, there are always some things going on that raise questions about the stability of it.

“I think it’s a business decision to be able to even allow at least 11 or 12 teams, I think would be very healthy for Formula 1.”



Michael Andretti© PA Images

For months, Andretti Global looked set to secure its place as the 11th Formula 1 team… that is, until a rejection from Formula One Management brought the team back to reality.

In an exclusive interview with RacingNews365, former Haas boss Guenther Steiner — who was in charge of the Gene Haas-run team when it entered Formula 1 back in 2016 — has spoken out about where he feels the Andretti F1 bid went wrong.

Guenther Steiner: Andretti F1 was too public about its bid

When the Haas Formula 1 team began pursuing a potential Formula 1 team in 2014, Gene Haas and eventual team boss Guenther Steiner kept their plans quiet as they pursued entry onto the Formula 1 grid.

That privacy, Steiner reckons, helped Haas F1 get off the ground and gain favor with both the FIA and the FOM

Speaking to **RacingNews365**, Steiner admitted that gaining entry to the Formula 1 grid was easier when Haas was pursuing entry, as "This time the process was tightened up because the stakes were much higher with every team worth a billion dollars, but you need to be careful with what you do."

Steiner pointed out that Andretti's biggest issue lies in the fact that the team was able to secure the FIA's approval, but not the FOM — and having agreements from both of those entities is required to compete in the top level of international open-wheel racing.

According to Steiner's conversation with **RacingNews365**, Haas "got agreements from both [the FIA and FOM] together."

"First you make the deal," he said, "then you go public. You don't go public and try and make the deal."

One of the biggest critiques about the Andretti Global bid has revolved around the way team owner Michael Andretti pursued entry. In 2022, for example, Andretti attended the Miami Grand Prix in hopes of convincing all 10 team bosses to sign their names on a formal expression of interest stating that they would like Andretti to join the grid.

Only Zak Brown from McLaren and Laurent Rossi of Alpine signed the petition.

When the FIA opened up the applications for teams to express interest in joining the F1 grid in 2023, Andretti Global submitted its application — and publicly shared its intentions and goals every step of the way.

When the bid was rejected by the FOM, Mario Andretti visited U.S. Congress, which resulted in an antitrust investigation kicked off by the Department of Justice.

According to Steiner, it wasn't a recipe for success — but he still feels that there's a way for Andretti, or at least Cadillac, to join the field.

"FOM left the door open in saying, 'Show us what you can do with the engine'," Steiner told **RacingNews365**.

However, he admitted, "I have no idea if GM has shown something to FOM or not, but that is what you have to do."

Cadillac’s European push could make sense of its F1 hopes without Andretti

07 Oct 2024

Cadillac dealership building exterior with logo. October 2022.

In 2023, Cadillac began a comprehensive push into the European automotive market after years of absence. Since then, the General Motors brand has opened dealership storefronts in Switzerland, France, and Germany — and it intends to keep growing.

This has coincided with Cadillac’s expanding involvement in motorsport. The brand announced its return to the 24 Hours of Le Mans in 2023, and it announced its intentions to build power units for Andretti Global’s prospective Formula 1 program. But how exactly does Cadillac’s European push collide with its F1 hopes?

Cadillac returns to Europe, Le Mans — and aims for F1

In 2015, Cadillac announced its intentions to expand its American-based operation into the rest of the world, with ample focus on China, the Middle East, and Russia. As political tensions in those areas of the world grew, the brand pivoted in late 2023: It would be moving to Europe.

Heading to Europe as a brand made sense; Cadillac intended to have a fully sustainable U.S. operation and to offer a fully-electric slate of cars by 2025. With key European cities and countries also making the all-electric promise, why not try to grab a portion of that marketshare?

General Motors kicked off its European expansion by launching a direct-to-consumer Cadillac sales model in Switzerland before then developing a dealership in France.

“When you look at the battery electric vehicle market in France, it is the luxury market that grew to the greatest extent,” Jaclyn McQuaid, GM’s European head, said during the French dealership announcement in early 2025. “The luxury market is where the focus is right now.”

With the all-electric Lyriq and the freshly debuted Optiq comprising Cadillac's European lineup, the brand had set itself up well.

But developing international operations isn't cheap. Cadillac has opened dealerships and showrooms in France, Switzerland, Germany, and Sweden, all of which have been intentionally build in high-traffic areas of key city centers.

Cadillac City Paris, the brand's French hub, is situated in a gorgeous old building located directly across from Palais Garnier opera house.

Cadillac City Zurich is housed on the prestigious Bahnhofstrasse 75, one of the most expensive shopping districts in the world.

The dealerships in Germany and Sweden are similarly well-located — and in each case, Cadillac has partnered with exceptional design firms to develop state-of-the-art facilities.

Why Cadillac's Le Mans experience proves it's absolutely ready for F1

18 Jun 2024

Whelen Cadillac Racing at the 2024 24 Hours of Le Mans

When the checkered flag fell on the 2024 running of the 24 Hours of Le Mans, it might have seemed strange to call Cadillac's performance — one seventh-place finish, one several-laps-down 29th overall, and one DNF — a win. And yet it was, easily, when it comes to proving the American manufacturer's readiness for Formula 1.

Cadillac's reemergence in the top-tier of international endurance racing back in 2023 made headlines well before the thought of Andretti Global was on anyone's mind. When World Endurance Championship regulations changed, Caddy was one of the first manufacturers to hedge its bets on the ultra-competitive Hypercar class, and that first year, the bet paid off with a podium finish at the 100th anniversary edition of Le Mans.

Things weren't so easy coming into the 2024 season, though. The top-tier Hypercar class — composed of two different kinds of cars (LMH, where teams build their entire car from scratch, and LMDh, where teams are required to use

several off-the-shelf parts) that feature a maximum power output and minimum weight but plenty of aerodynamic freedom throughout the initial development process — exploded.

At that 100th anniversary race, seven manufacturers entered 16 cars through nine teams. In 2024, the Hypercar field ballooned to 23 machines entered by 13 teams and nine manufacturers. In both years, Cadillac entered two cars under the Cadillac Racing team banner and one under Action Express Racing. After the 2023 podium and a quick start in practice, things looked good.

“We’ve done three 24-hour races so far, and we’re about to do our fourth,” Laura Wontrop Klauser, sports car racing manager for General Motors, told me in a pre-race interview.

“It just gives you that extra bit of confidence because you know what’s going to happen, you know how the tyres will degrade, and the team has made that many more strategy calls or that many more pit stops. We needed to find our rhythm, and we did.”

Cadillac without Andretti? F1 rumour suggests different reason behind Michael Andretti departure

05 Oct 2024

In late September, rumors suggested that Michael Andretti would soon be stepping down from the daily organization of Andretti Global, the team he’s run since 2002. But *why*?

Marshall Pruett, respected journalist at RACER, shared his own personal thoughts in his latest edition of his ‘Mailbag.’ There, he discussed some of the rumors currently floating around the paddock regarding Cadillac, Andretti, and General Motors’ Formula 1 ambitions.

Cadillac’s Formula 1 ambitions don’t require Andretti

The American motorsport world was taken by surprise when Sportico reported on a rumor that Michael Andretti would be stepping down from actively running Andretti Global, the race team he’s helmed since 2002. In his place,

Group 1001 CEO and Andretti investor Dan Towriss would be ascending to a primary leadership role after having bought a stake in the team several years ago.

Towriss, who first got involved with Andretti back in 2018 through sponsorship of driver Zach Veach, has quickly become a key figure in the program. His financial stake has allowed Andretti to excel in IndyCar, and it provided the backbone for the outfit's attempt to purchase the Sauber F1 team several years ago.

Towriss' funding also served as the backbone of Andretti Global's entry into F1 as a team when the FIA opened applications for an 11th racing outfit to join the grid. While the FIA initially approved the team bid, it was denied by Formula One Management (FOM) — and part of that seemed to stem from a personal dislike of Michael Andretti, as Mario Andretti claimed Greg Maffei assured he would never allow Michael to join the sport.

Now, Marshall Pruett is reporting on a slate of rumors that seem to suggest Cadillac has retained its keen interest in F1 — albeit without Michael Andretti at the helm.

"I've heard some interesting theories floated from F1 insiders about Cadillac wanting to move forward without the Andrettis — but not without Towriss and his giant funding via the Andretti Global team he controls — with its desired F1 program, and this is the expression of that organizational play," Pruett wrote in his Oct. 2 edition of **The RACER Mailbag**.

In response to a later question, Pruett continued, "I've heard there's a desire for something closer to a Cadillac Racing F1 program than an Andretti Global+Cadillac situation, and considering all of the money that can be made by being the entrant/team behind the program, there's a valid reason to do whatever it takes to get accepted."

After all, Pruett seemed particularly skeptical of the claim that Andretti has stepped back out of a domestic desire to spend time with his family.

"As for why, the team, and Andretti, and Towriss, are working hard to present this as a happy and welcome development. I don't buy it," Pruett wrote.

“To push this hard, and to get this close to restoring the team’s greatness in IndyCar and to getting the nod to make it into F1 as an entrant, and then all of a sudden, this is the time to step away?

“Nobody I’ve spoken to believes this went down in the gosh-and-golly manner it’s being sold.”

Keen-eyed race fans, though, have likely noticed crumbs and hints of a potential Cadillac F1 entry, sans Michael Andretti.

First, when FOM issued its rejection of Andretti Global’s team entry back in January, it did suggest that Formula 1 would be far more amenable to accepting an entry from Cadillac.

“We would look differently on an application for the entry of a team into the 2028 Championship with a GM power unit, either as a GM works team or as a GM customer team designing all allowable components in-house,” the rejection read.

“In this case there would be additional factors to consider in respect of the value that the Applicant would bring to the Championship, in particular in respect of bringing a prestigious new OEM to the sport as a PU supplier.”

That’s a particularly compelling point: Formula 1 sounded interested in Cadillac. Not Andretti. Its rejection focused on Andretti, not Cadillac. The door is open for General Motors.

Another fascinating nugget dropped a few weeks ago, when Cadillac confirmed that it would be continuing its IMSA endurance racing program with Andretti after the expiry of its contract with Chip Ganassi Racing at the end of the season.

In endurance racing, Andretti has joined forces with Wayne Taylor Racing, a team with longstanding ties to Cadillac.

In the press release announcing Cadillac’s WTR partnership, though, the Andretti name was conspicuously absent; in fact, it was only mentioned in the boilerplate at the very bottom of the release. Further, the team name would be Wayne Taylor Racing Cadillac — again, no mention of Andretti.

The absence stuck out to me, so I reached out to Cadillac and WTR to see what was happening. In response, WTR told me, “The Cadillac with Wayne Taylor Racing name is designed to honor the longstanding, championship-winning heritage in endurance racing that exists between Wayne Taylor Racing and General Motors.

“Wayne Taylor Racing is part of the Andretti Global family. We are very excited to be back ‘home’ with Cadillac and looking forward to 2025.”

With Cadillac footing most of the development bill for the WTR GTP development program, it makes sense that the manufacturer would have greater sway in the naming of the team. Still, the lack of ‘Andretti’ seems to stick out like a sore thumb.

As Pruett writes, “The WTR/GM link existed long before Andretti/Towriss bought WTR, so it would be smart to look at that as more of a reunion of former partners than some giant Andretti initiative.

“I think WTR and GM would have gotten back together with or without it being part of Andretti’s portfolio.”

In the wake of Michael Andretti’s stepping back from Andretti Global’s operations, multiple people have noted that Andretti Global has regularly declined to comment on its F1 hopes. But what those hopes are now seem particularly murky.

Michael Andretti quizzed on F1 role after bombshell Andretti Global restructuring

30 Sep 2024

Late last week, Sportico reported on a bombshell: Michael Andretti would be stepping back from active management of Andretti Global, the motorsport organization he has run since 2002.

Now, Andretti himself has stepped in to address rumors about what it all means, as reported by the **Associated Press**.

Michael Andretti: “The timing was right… to take a different role with the team.”

After the Sportico bombshell, **Associated Press** journalist Jenna Fryer reached out to both Michael Andretti and to Andretti Global co-owner Dan Towriss to understand exactly what was happening with the team.

According to the AP, Andretti’s decision to step back from the active running of Andretti Global has more to do with his personal life than anything else.

“We’ve been working on this for a few months now. For me where I am in my life and what I want to do, the timing was right for me to take a little different role with the team,” Andretti told AP.

“A role where I don’t have to be on it every day and I can still stay involved because I’ll be involved as an advisor as well as an ambassador.

“We were able to come to a deal between myself and Dan [Towriss] and I think we are both happy with what we came up with.”

Andretti is turning 62 years old, and he’s helping raise his twin 10-year-old sons. His elder son Marco Andretti also welcomed a daughter into the world this month, making Michael a grandfather for the first time.

Andretti clarified to the AP that his future role with the team remains undefined at this moment, though he’s looking more toward ambassadorial duties as opposed to actively being in charge of the team.

Further, the Andretti Global name will remain intact.

Speaking to the AP, Towriss added, “We didn’t say that he doesn’t own our team. There’s all kinds of speculation.

“We certainly have restructured the ownership. Michael still has a financial interest. This got leaked in a way that put us on our back foot in terms of responding to things.

“People are going to always look to try to fill a vacuum with stories that sound great and are super interesting. This one is not super interesting. Michael said this was a time to take on a different role from the daily grind.”

Understanding Andretti Global:

Rumors abounded in the aftermath of Sportico's bombshell, including the assertion that Andretti was stepping back from team ownership as a direct result of Penske Entertainment's running of IndyCar.

"I would not give Roger [Penske] that much credit," Andretti told the AP after a year of calls for Penske to sell the series to someone more willing to market the series properly.

But perhaps most fascinatingly is the fact that both Andretti and Towriss were silent on what this means for Formula 1.

According to the AP, neither Towriss nor Andretti would speak at all on Formula 1, even refusing to confirm if Andretti Global is still interested in pursuing ownership of a team.

While the FIA opened applications for prospective F1 teams to join the field as an 11th entry, there has been fierce backlash from Formula One Management and from many of the existing teams on the grid.

As the AP notes, some of that backlash seems to stem from a personal dislike of the Andretti family, and of Michael Andretti in particular. Whether or not a new face helming the team operations will help remains to be seen.



Michael Andretti (left) and Mario Andretti signs autographs during the Andretti Day event at the Andretti Karting & Games Chandler location on April 22, 2024, in Chandler. | Megan Mendoza/The Republic / USA TODAY NETWORK

Rather surprisingly, Andretti Cadillac is reportedly receiving assistance from Toyota in its bid to make it to the Formula 1 grid by 2026, when the premier class of motorsport enters a new era of regulations. This collaboration comes despite strong opposition and the rejection from Formula One Management (FOM).

A joint venture between Andretti Global and General Motors' Cadillac, Andretti Cadillac, made headlines last year when it secured approval from the FIA for an official Formula 1 entry, potentially becoming the second American outfit in the sport.

This decision sparked significant controversy, as nearly all team principals voiced strong opposition. Their concerns centered around the belief that an additional team was unnecessary and would complicate logistics, particularly on circuits that could not accommodate more than 10 teams.

After the FIA's approval, the decision shifted to the FOM, responsible for evaluating Andretti’s financial capability to operate an F1 team. However, FOM

ultimately rejected Andretti's bid, citing that the team did not meet its financial criteria.

Despite FOM's rejection, Andretti Cadillac has chosen to move forward with the development of its 2026 Formula 1 challenger. The team remains determined to have the car ready ahead of schedule and has recently invested in its UK-based headquarters, dedicated exclusively to its Formula 1 operations. Not only that, a report from Speedcafe suggests that Andretti will have a chassis ready that complies with the 2026 regulations before the end of the current year.

In 2026, Formula 1 will undergo significant changes, with cars becoming lighter, smaller, and featuring reduced aerodynamic drag. The most notable transformation will be the power units, which will deliver an equal balance of internal combustion and electric power, and the use of fully sustainable biofuels, marking a major shift in the sport's technology.

Andretti is said to have benefitted from Toyota's expertise in extensive aerodynamic testing, having gained exclusive access to the Japanese manufacturer's wind tunnel in Cologne. The report states that Andretti's chassis is designed to meet FIA's frontal impact test standards and will undergo crash and load testing as part of its development.

The team is also headed for a major recruitment push, aiming to bolster its F1 workforce by 25%, bringing the current team of nearly 250 members to a higher capacity before the year’s end.

This comes after Michael Andretti stepped down as Andretti Global CEO. However, it is thought that his move and the rejection from FOM are unrelated.

Toyota’s history in Formula 1 is a classic example of how even the most powerful and well-resourced corporations can falter when they underestimate the complexities and pace of the sport. Despite entering F1 in 2002 with a massive budget and state-of-the-art facilities, Toyota’s eight-year run in the sport (2002-2009) yielded 13 podiums but not a single race victory. It was a significant

disappointment for a manufacturer of its stature, showcasing the pitfalls of trying to translate road car success into Formula 1 dominance.

High Hopes and Early Missteps

When Toyota announced its F1 entry in 1999, expectations were sky-high. Given its track record in the World Rally Championship and its success with the iconic GT-One sportscar, many believed that Toyota's deep pockets and resources would quickly translate to on-track success. However, F1 proved to be a far more challenging environment. The team's initial missteps began with engine regulations—Toyota had invested heavily in developing a V12 engine, only for the FIA to mandate the use of V10s. This setback delayed Toyota's official entry from 2001 to 2002 and cost them millions, marking the start of a trend where the team struggled with F1's political and technical demands.

A Learning Curve That Never Ended

Toyota's first car, the TF101, was heavily tested throughout 2001 but proved uncompetitive. The testing period revealed fundamental flaws, particularly a lack of downforce and an overweight chassis. This early struggle set the tone for a team that would consistently be behind the development curve, even as it ramped up operations by expanding its workforce and testing facilities.

Despite recruiting talented drivers like Mika Salo, Allan McNish, and later Jarno Trulli and Ralf Schumacher, Toyota often blamed its drivers rather than addressing underlying issues with the car's performance. This was a recurring theme, as the team frequently cycled through drivers, including Cristiano da Matta and Timo Glock, without making the structural changes necessary to improve the car itself.

Corporate Culture vs. Racing Reality

The main issue that plagued Toyota's F1 venture was its insistence on applying the "Toyota Way"—a corporate philosophy designed for efficiency and reliability in road car production—to the fast-paced, innovation-driven world of Formula 1. This approach led to slow decision-making processes, and the team's corporate structure often clashed with the need for rapid, flexible solutions essential in F1.

Personnel turnover was high, as many talented individuals, including technical directors like Mike Gascoyne, found themselves at odds with Toyota's corporate culture. Gascoyne, brought in from Renault in 2003, did improve the team's performance, helping them achieve their best season in 2005 with five podium finishes and a fourth-place finish in the Constructors' Championship. However, Gascoyne's confrontational style and resistance to the corporate straitjacket led to his departure, highlighting the team's inability to integrate strong leadership capable of pushing boundaries.

Missed Opportunities and Final Stumbles

A critical failure was Toyota's inability to adapt its strategies effectively. When it finally showed competitive potential, such as in the 2009 season with the TF109, Toyota's conservative decision-making undermined its efforts. Strategic errors and reluctance to take risks cost the team several potential race wins. The Bahrain Grand Prix in 2009 is a prime example: despite locking out the front row, a misguided tire strategy at the first pit stop ruined their chance for a breakthrough victory.

Toyota's struggles were further compounded by its decision to stick with a Cologne-based headquarters rather than establishing an F1 hub in the UK, where most of the expertise and talent resided. Communication issues between the team in Germany and corporate leadership in Japan created delays and hampered their ability to respond quickly to the fast-evolving F1 environment.

What Could Have Been

Towards the end of its F1 tenure, Toyota showed glimpses of progress. The TF109 was a solid car that, with better decision-making and a bit of luck, might have delivered the team's first win. Toyota's decision to pull out of F1 at the end of 2009, amid the global financial crisis, came just as the team appeared to be gaining momentum. The departure of key personnel and the cancellation of the promising TF110 car left fans and analysts wondering what might have been.

Despite these glimpses of potential, Toyota's exit underscored a hard truth: success in F1 requires not only financial resources but also a willingness to adapt and innovate rapidly—something the Toyota corporate machine was never fully prepared to do.

A Return Through Partnership

Now, Toyota is making a cautious return to Formula 1, but this time through a technical partnership with Haas. The collaboration will allow Toyota to re-engage with F1 without the pressures of running its own team, providing technical support while benefiting from the expertise of an established F1 outfit. Whether this partnership can help Haas climb the competitive ranks remains to be seen, but it certainly reflects a more calculated and less hubristic approach from Toyota compared to its ill-fated solo effort.

Michael Andretti's decision to step down from running his race team on a day-to-day basis will have no immediate bearing on its bid to join the Formula 1 grid.

Autosport has learned that Andretti's Silverstone factory continues to recruit staff in a bid to have a full 2026 chassis ready before the New Year.

Former F1 and IndyCar driver Andretti has built one of the most successful motorsport teams across the world and is currently competing in multiple championships.

But he has failed in bids for his team to race in F1 by first failing to acquire Sauber before seeing his plans for an 11th team halted by F1.

Andretti's application had initially received the green light from the FIA in October 2023 before the governing body performed a u-turn on its decision along with a rejection from Formula One Management in January this year, rather brutally saying it believed the team would not be competitive or add value to the championship.

The news was a blow to Andretti, which had formed a new F1 base at Silverstone with a view of competing in F1 from the 2025 season onwards.

Confusingly, despite having a remit to grow the sport, FIA President Mohammed Ben Sulayem, who had previously led calls for more teams on the grid, recently urged Andretti and its partners, General Motors in the form of its Cadillac brand, to "go and buy another team, not to come as the 11th team".



Michael Andretti has pushed for his team to join F1© Autosport.com

Photo by: Alexander Trienitz / Motorsport Images

After Andretti's shock departure, insiders say this is not as a consequence of the failed bid to enter F1 and that plans are still going ahead in the hope of getting the approval to race in 2026.

In a bid to ensure the team is ready should it be granted permission to join the F1 grid, the Andretti operation is still operating as usual.

The team has been growing at an average of 7 new starters every week and now totals over 260 full-time people working on the project

Furthermore, the team is working 16-hour days in the wind tunnel in Cologne, as it is not yet bound by F1 testing restrictions and is developing parts such as nose cones and wishbones that have been crash-tested at the FIA-approved F1 crash testing facility at Cranfield.

The team is also working on suspension and braking systems and roll hoop constructions for the 2026 regulations.

In another huge step, the team hopes to have its first chassis out of the mould before January - well in advance of some of their rivals.

Andretti is now hoping for both the FIA and FOM to revise the decision to prevent them from joining F1 as an 11th team.

In stepping back, what Andretti has done is remove himself from the equation, having drawn particular heat from F1 and rival team bosses.

By handing the operation over to Dan Towriss, the new-look team could look to speed up the process to become a GM works team with its own engine from 2028, something that F1 had stipulated in its rejection letter.

What now remains to be seen is if the new ownership - without Andretti at the helm - or indeed the Andretti name at all - go back to FOM with a second attempt at making the cut.

F1 CEO Stefano Domenicali believes the sport is no longer competing for the attention of motorsport fans in the United States.

F1's popularity in the United States has boomed in recent years, with CEO Stefano Domenicali believing it is no longer in competition with more traditional American racing series such as NASCAR or IndyCar.

As for where Domenicali sees F1 being in 10 years time, having made such an impact with Liberty Media in the past decade, the Italian said it's imperative that the sport continues to listen to its fans.

"It will be still a great platform of entertainment, of great technological challenges, a place where you have people gathering together and on the track fighting in the right context," he said.

"We are a very successful sporting and entertainment club.

"In 10 years time, we need to be in a place where the sport is still at the centre.

"We are a platform of engagement, we need to engage with people who are super fans and people who do not have a clue on what Formula 1 is.

"We need to communicate with people, not only the narrative, but also the tools of communication. It's changing quite rapidly, but we are creating a lot of jobs, and a lot of interesting opportunities for the community we are in.

Explained: The 2026 engine regulations set to seriously shake up Formula 1

02 Aug 2023

In 2026, we will experience significant changes in regulations, mainly impacting the power units. The last major step was taken in 2014 when the FIA decided to introduce hybrid systems in F1.

But, the real questions are: What do the new rules bring? Are they good for the sport, and most importantly, will racing be more exciting. ıLet's dig into the technical details of the new engine changes and explain how they will affect racing.

Max Verstappen's concerns about the new rules

The 2026 regulations were announced a year ago, but at that time, these changes went somewhat unnoticed. However, recently, Verstappen, along with Red Bull's team principal Christian Horner, expressed some strong comments and sparked new debates.

It seems that the Red Bull team members are not happy with the new regulations. Max was highly dissatisfied with the new rules, claiming that the team with the most powerful engine will also be the fastest one on the track. He also added that drivers will have to downshift on straights to recharge the battery.

Horner also spoke about how the new rules need to be re-evaluated, expressing doubt about their benefits for F1.

But let's have a look at what the new rules entail and analyse the whole situation from a technical perspective.

F1 2026 engine rules explained

We have highlighted several points regarding the new power units that we feel are the most influential and essential pieces of information:

1. New Fuel: A significant step forward in the 2030 "Net Zero Carbon" project is the introduction of a new carbon-free fuel, which will be in effect from 2026. The new fuel will be 100% carbon-free, meaning no new fossil fuel carbon emissions.

2. Increased Electric Power: The MGU-K unit will now be three times more powerful than before. We are transitioning from 120 kW to a motor generator with 350 kW, bringing even more electric power.

3. No More MGU-H: As well as the MGU-K, F1 cars currently use the MGU-H (Motor Generator Unit – Heat) as a means of recovering lost energy, working

together with the battery and electric motors. Due to its complexity and cost, FIA decided to remove this part to help new engine manufacturers.

4. Reduced Fuel Allowance: Another crucial technical detail in the new regulations is the reduction in the allowed amount of fuel for one race. Today's cars consume about 100 kg of fuel, while in 2026, this will drop to around 70 kg. Although the engines will be much more efficient, the FIA claims that their power will be approximately the same as now.

Potential challenges of a stronger MGU-K

As mentioned earlier, the Motor Generator Unit – Kinetic will be three times more powerful than today. This means that drivers will have to pay more attention to when they recharge and discharge the battery, considering the greater electric motor boost available to them.

However, what's interesting is that the battery capacity will remain the same. This changes things significantly. Currently, with a full battery in an F1 car, the electric motors can provide a maximum boost for about 30 seconds. With the new MGU-K being three times more powerful, drivers in 2026 might have only about 10 seconds of maximum electric boost.

This is what concerns Verstappen. They will have to be very careful when choosing where to use the additional electric energy. Max also claims that drivers may intentionally reduce engine speed to recharge the battery faster and use it later on straights.

All these are, of course, guesses and we cannot say with certainty that the drivers will have exactly this amount of electric boost. Many other parameters will play a significant role there, so you shouldn't take it for granted what Max said…yet.

Will the engines be weaker in 2026?

A critical detail in the new rules, which somewhat went unnoticed, concerns the fuel flow through the engine. Current regulations set a maximum of 100 kg of fuel that the engine can consume per hour. However, the new regulations will change this to an energy limit of 3000 MJ (from fuel) per hour. When converted to engine power, the output will be much lower compared to today's F1 units.

The FIA claims that despite this change, the engines will still be equally powerful. It will be intriguing to see how engineers extract energy given this limitation, especially considering the cost cap era we live in, which will undoubtedly make things even more challenging for the teams.

The truth about carbon-free Formula 1

The introduction of new fuel in Formula 1 is undoubtedly a significant step in the fight against planetary pollution. However, its actual impact on the world around us will likely be minimal, if at all. The main contributors to environmental harm are the hundreds of thousands of fans traveling from different parts of the world to attend F1 races. Additionally, teams transporting all their equipment and staff also contribute significantly more pollution than a single F1 race.

Still, this transition to a new type of fuel sets a positive example and could inspire other sports and companies to pay more attention to the problem. Moreover, Formula 1 has always been a hub of innovation, with advancements often being applied to everyday cars. Just look at the proliferation of hybrid cars worldwide after F1 adopted such technology.

Maybe that’s why this is the right thing to do. We will witness how the technology in our everyday cars changes in the direction that F1 takes it.

The return of turbo lag?

The MGU-H, or Motor Generator Unit – Heat, is arguably the most complicated element in today’s F1 cars. It utilises energy from exhaust gasses, converting it into electrical energy, which is then used by a powerful electric motor, drawing in even more fresh air into the combustion motor. Of course, this element is far more intricate than this brief explanation and deserves a whole separate article.

Teams today invest significant amounts of money and time in developing this part because it provides instant power to the engine and solves the problem of turbo lag – which can greatly affect lap times.

However, in 2026, we will have two new engine manufacturers: Audi and Honda. To make it easier for them to develop their engines and reduce costs for teams, the FIA decided to eliminate the MGU-H from 2026. This raises the question of whether the problem of turbo lag will return and to what extent.

Our opinion is that it will likely be more present than today, but it may not be as significant due to the high power of electric motors. Electric motors are an excellent solution to this problem since they can provide enormous instant energy. Nonetheless, we come back to the initial question – when is the best moment to use the power of electric motors?

An exciting 2026 awaits

One thing is almost certain – 2026 will be one of the most exciting years for Formula 1. We expect that new teams will bring more unpredictability and

shake up the hierarchy among leading teams.

Let's not forget about the potential changes in the chassis that the FIA wants to introduce, focusing on aerodynamics and reducing drag to improve engine efficiency. Such changes will surely impact racing; we just need to see in which direction.

We remain optimistic and look forward to the new changes and new teams in the 2026 season. Expect big surprises, both positive and negative, and believe that the FIA is doing a good job of trying to improve the overall racing experience, despite mumbles and grumbles from within the paddock.

Martin Brundle can see a scenario where Formula 1 ditches the hybrid power units, a "mistake" to begin with, but warns "we can't just put our head in the sand."

2013 was the final season of naturally-aspirated engines in Formula 1, as the V8s made way for V6 turbo-hybrid power units from 2014. The regulations will change again come F1 2026, but that will see the reliance on electrical power increase, creating a 50:50 split with an internal combustion engine running on fully-sustainable biofuels

F1 2026 rule tweaks will open door for "different concepts"

The recent changes to Formula 1's technical regulations for 2026 will give teams more freedom to explore different design concepts, says Williams chief James Vowles.

Recently, the rules prescribing F1's new car designs for 2026 have been tweaked following concerns that the new generation of cars would be too slow.

The new cars, which will be paired to overhauled engine regulations with a bigger reliance on electric energy, will have significantly less drag and wake turbulence to improve the racing, but the latest version of the rules has increased the amount of downforce they will generate to bring cornering speeds closer to current levels.

The FIA relaxed limitations around the front wing area and the front floor, with scope to add bargeboards, and the size of the diffuser has been increased compared to the draft that was presented to teams in June and received mixed reviews.

The changes were welcomed by the teams, not just because of the increase in performance but because there will now be more freedom for designers to explore different concepts. That could lead to cars that are visibly much more different across the grid compared to the current generation of ground-effect-based machinery, where teams soon converged on very similar concepts.

"We now have more freedom where you could see a different direction that you're going in," Vowles said. "So there's more flow controlling devices in place, which lead to downforce, but differentiation between teams. What's been really positive as well is there's still some small areas of improvement around the diffuser.

"What's great to see is teams in F1 working hand-in-hand in order to improve that, because every time you make a change like that, it has some consequences.

"I think what you're going to see now is instead of all teams working in the same few millimetres, there'll be some different concepts. I personally think that is good for the sport."



Vowles' McLaren counterpart Andrea Stella also felt giving engineers more freedom will lead to a bigger spread of designs.

"With the recent release of the car geometry, especially from an aerodynamic point of view, basically two main things have been achieved," he explained. "One is a much higher downforce level, and the second one is more freedom. We welcome both.

"We welcome more freedom. I think this will give teams the possibility to just use their knowledge, use their methodologies. The knowledge that has been accrued over the years, even if with different regulations, is a way of creating some differentiation.

"So, we've always been advocating this kind of approach and we welcome the fact that there will be more freedom."



Since ground-effect cars returned from the start of 2022, Formula 1 engineers have faced big headaches in working out ways to get the most performance from them.
In particular, the difficulty has been in managing the compromise between the aero and mechanical platforms, with the cars liking to run super close to the ground because that is where they produce the most downforce.
The challenge is made even harder because of the phenomenon of porpoising, where the car bounces up and down as it gains and loses downforce.
At the start of this year, Mercedes technical director James Allison believed that F1 had suffered because of the nature of this generation of cars.
“I'm sure I bang on about this because it's been a bugbear of mine, but I personally don't think it's a great thing,” he said.
“I don't think it's good having the cars operating, when they leave the garage, with that much space [signalling a few millimetres with his fingers] to the ground.”
But as work has advanced on new regulations for 2026, with their latest version signed off at the FIA’s World Motor Sport Council last week, one characteristic change that has emerged is that the cars should not have to run so close to the ground.
The FIA’s head of single-seater matters Nikolas Tombazis said: “It is much less of a Venturi effect than the current generation.
“The main driving force for that is we wanted to have cars that are not quite running as close to the ground as current cars, so maybe we try to relax a bit that aerodynamic mechanism.”

Allison had suggested that places like Austin, where the demands of the car stretch across a wide spectrum of the speed range, were especially difficult when the cars needed to be so low all the time.

“[Under the old rule set] you could have a car that was a little bit more one-dimensional at tracks that are a bit more one-dimensional,” he said.

“So if there isn't a big speed range, then you could maybe set your car up such that the corners coincide with where your good bit is, and you don't suffer horribly for it dropping away either side.

“But when you go to a place that's a bit more of a broad test of a car, like Austin for example, where you've got real fast stuff, some slow stuff, and some in-between stuff, and some decent straights, and some bumps, then that's going to test the bit where it's falling off the back end of the performance.

“It's going to test the end-of-straight [downforce] failure, it's going to need to stay strong in the fast [corners]. And it's hard to persuade the car to do all of those things with a set of rules that basically don't want to do anything except be near the ground.”

Maffei to step down as CEO of F1 owner Liberty Media

Formula 1 owner Liberty Media has announced its president and CEO Greg Maffei will leave his role by the end of 2024.

Maffei, who joined the American investment firm in 2005 and became its CEO in February 2006, will depart from Liberty Media after opting not to renew his expiring contract.

He will be replaced on an interim basis by Liberty Media’s chairman John Malone, and according to the company he will stay on as a senior advisor to help smoothen the management transition.

In his role Maffei has been a driving force behind the firm's acquisition of F1 in 2017, helping transform the series into a global and modern entertainment powerhouse.

Earlier this year Liberty also announced it would acquire MotoGP and add it to its wide range of entertainment properties.

“The almost 20 years I have spent at the helm of Liberty Media have been incredibly rewarding, stimulating and endlessly eventful," Maffei said.



Stefano Domenicali , F1 CEO, Greg Maffei, Liberty Media CEO© Autosport.com

Stefano Domenicali , F1 CEO, Greg Maffei, Liberty Media CEO

Photo by: Steven Tee / Motorsport Images

"Following today’s announcements at Liberty Media and Liberty Broadband, all the Liberty acquisitions completed during my tenure are now in structures where shareholders can have more direct ownership in their upside.

"The corporate structure is optimised, and the portfolio companies are in strong positions with talented executive teams in place.

“While it’s never easy to leave an organisation as dynamic as Liberty, I am confident that this is the right time. I have thoroughly enjoyed working alongside

and learning from John, our board, the management teams at Liberty and across the family of companies and our shareholders."

Malone added: "On behalf of the Liberty Media board, I'd like to thank Greg for his leadership, creativity and dedication. Since joining in 2005, Greg has been at the forefront of the exciting evolution in the lifecycle of Liberty.

"He has grown our asset base and made the company better and more valuable for shareholders, along the way overseeing as many as five separate public companies simultaneously.

"Especially following today's transaction announcements, our company is simpler and more focused than ever before, which is a perfect capstone for Greg's accomplished career at Liberty.

"I wish Greg continued success as he embarks on his next chapter and appreciate his continued support as an Advisor."

F1 News: General Motors poised to become 11th team in 2026



F1 News: General Motors poised to become 11th team in 2026© IPA

After months of failed negotiations, an 11th team joining F1 is close to becoming a reality. General Motors are in advanced talks to enter the grid in 2026, offering a hugely attractive package to FOM (F1 Management).

The battle for an 11th team in F1

For the majority of 2024, Andretti's spent months negotiating in an ultimately failed F1 entry bid.

Despite receiving the green light from the FIA, FOM opposed their integration into the grid.

It was argued there was no need to have more than 10 teams on the grid. Stefano Domenicali was the most prominent voice against the arrival of a new team.

Financial considerations also played a role in this early dispute, since an 11th team would lead to changes in prize money.

Inevitably, existing teams did not want to sacrifice their current earnings to accommodate a rival.

Perhaps of greater consequence, there was a huge conflict between Greg Maffei (who was Liberty Media CEO until last week) and Andretti.

Maffei made his opposition to Andretti crystal clear, openly opposing their entry bid.

However, a series of key changes have significantly increased the chances of another team joining the grid – as early as the 2026 season.

General Motors make significant progress

Following F1's rejection of Andretti earlier this year, it was announced that Michael Andretti would take a backseat at Andretti Global.

Given the souring of relations between Andretti and FOM, this news was seen as a first step to change F1's stance on an 11th team.

Just last week, Greg Maffei stepped down from his position at Liberty Media. This was another significant development in future negotiations.

According to Dutch journalist Erik van Haren, a more convincing package to a new entrant is close to being accepted.

It is understood that General Motors are now at the forefront of a new entry bid. The American brand company wants to enter the field in 2026, from the beginning of the next regulatory cycle.

GM to join F1 without Andretti

Rather than joining in collaboration with Andretti, General Motors look to become an F1 team in their own right.

For the first few years, GM would use the power unit from another team – such as Ferrari or Honda.

However, GM's long term intentions are clear – they want to develop their own engine by 2028.

This is a hugely attractive proposition for F1, who will be happy to pick up another engine manufacturer.

F1's aim to expand into the American market will undoubtedly be helped with the presence of such a huge name.

In previous months, during Andretti's negotiations, it became increasingly clear that General Motors were the brand that Liberty Media were most interested in.

Because of this, the prospect of a General Motors F1 Team is having far better success in talks with F1.

Indeed, an agreement to confirm GM's entry path into the field could be very close.

An announcement should not be too far away, with another name on the verge of entering the ever-evolving battleground that is Formula 1.

Bombshell in F1! A big name from the United States could enter the grid in 2026



The F1 logo on a sign in Las Vegas© AP

F1 could make decision to expand the grid with one more team.

An unexpected plot twist. **The Andretti brand has been knocking on the door of F1 for some time** and although it seemed that the attempt was a failure, now **they could be closer than ever to enter the grid for 2026,** being the 11th team **in the Formula 1**.

The FIA accepted Andretti's bid to enter the top motorsport competition, with an exciting project from Cadillac, in October 2023. However, months later, it was **F1 itself that rejected the American brand**, arguing that "they did not add value to the championship, because they would not be competitive in the medium term" and that they wanted to enter their competition to gain value thanks to them.

Even so, Andretti did not give up, opened a factory dedicated exclusively to the F1 project and according to Friday's reports it seems that they already see the light at the end of the tunnel. **In fact, they sued Liberty Media, the owner of the competition, and is currently facing an investigation by the US Department of Justice** for its rejection of Andretti on anti-competitive grounds.

According to information published by Associated Press (AP), F1 and FOM **"could make the decision to grant the General Motors-backed team a place as the 11th team on the grid in the coming weeks".** Dan Towriss was even present in Las Vegas, where a GP is taking place this weekend, to analyse the changes that Andretti's entry would bring.

Cadillac, which intended to supply engines to the team, has already warned that they will not be ready until 2028, but **it seems that this would not be a problem for Andretti to become the second American team** on the grid with Haas, at a time when F1 is better than ever in America, where there are already three GPs.

Momentum building behind GM F1 entry

Momentum building behind GM F1 entry

Formula 1 is looking increasingly likely to expand to 11 teams in 2026 as momentum builds behind a General Motors works entry.

The initial Andretti Global project that involved GM through its Cadillac brand was denied a spot on the grid amid uncertainty over its future power unit plans, with a Renault customer deal having been lined up until a potential GM power unit could be produced. Explaining its decision at the start of this year, F1 stated it was open to expansion in 2028 should GM commit to its power unit project.

Michael Andretti stepped down from the CEO role at Andretti Global last month and RACER understands that has brought a greater influence from GM around the F1 project, with a works entry now a real possibility.

Although it is unclear what the power unit supply situation would be for the first two years of the project, sources indicate there are likely to be further discussions regarding the team being approved as a new entrant from 2026. An

announcement relating to the next steps could come as early as the end of this month.

The GM-backed team has been pushing ahead with development of a car for 2026 at a satellite facility in Silverstone, and is confident it would be ready to join the grid in just over a year's time should it get confirmation. It already had approval from the FIA that it met all of the criteria it set out for a new entrant; the governing body having assessed potential expansion teams a year ago.

Mercedes team principal Toto Wolff said on Thursday that a full GM entry would be more attractive than the previous Andretti plan, and insisted that the teams do not have the power to block such a decision.

"I think if a team can add to the championship, particularly if GM decides to come in as a team owner, that is a different story," Wolff said. "And as long as it is accretive, that means we're growing the popularity of the sport, we're growing the revenue of the sport, then no team will be ever against it.

"So I'm putting my hope in there. No one from Andretti or Andretti Global or whatever the name will be has ever spoken to me a single sentence in presentation of what the accretive part is. But they don't need to, because the teams don't decide. It is the commercial rights holder, with the FIA. We have no say."

F1 set to approve new team for F1 2026 as General Motors make key Andretti change



An F1 car with the Cadillac logo on it© PA Images

General Motors could be granted an F1 spot in a matter of weeks after they struck a deal with FOM, PlanetF1.com understands.

Andretti and General Motors had been partners since January 2023 but it is now understood that the latter will join the grid as a works outfit having reached a deal with Formula One Management (FOM).

Major update in 11th team bid as General Motors agree deal

Andretti's bid was given the FIA green light last season but was later rejected by FOM due to a number of factors focused on competitiveness and bringing value to the sport.

But even if F1 were against Andretti, there was always more of an open door shown to General Motors with F1 keen to attract one of the world's biggest car manufacturers to the sport.

That effort has now been realised with sources telling PlanetF1.com that a deal between FOM and General Motors has been reached with a 2026 entry likely.

That deal could be announced in the next few weeks with GM becoming a power unit provider from 2028. PlanetF1.com also understands GM have been working with F1 for a while in an effort to get onto the grid.

F1 was approached to comment officially on the rumours but declined the opportunity to do so.

It remains to be seen whether Andretti will have any involvement in the project but PlanetF1.com's understanding is that the bid is being led by GM.

General Motors breakaway would be a hammer blow to Andretti F1 dreams

It is no secret that the Andretti family, led by Michael Andretti, have been desperate to get on the F1 grid for a number of years but if GM have broken away, it may well be the final nail in their coffin.

It was Andretti who reached out to GM but in doing so, they sold the American motor manufacturer a dream that they have chosen to pursue independent of the racing family.

As to where this latest news leaves Andretti, it is hard to see any way back for them given they have lost arguably their biggest selling point in the form of a partnership with GM.

In late September, Michael Andretti announced that he would be stepping down from his daily running of Andretti Global, the team he's been running since 2002.

In an open letter, Andretti said it was “the turning of the page” for Andretti Global but the group has always insisted their F1 goal remained the same.

What a GM and Andretti split would mean for the Andretti Cadillac antitrust investigation

Mario Andretti arrives for a press conference outside the U.S. Capitol on Wednesday, May 1, 2024, to make the case for admitting Andretti F1 to the grid.

Michael Andretti has stepped back from the daily running of Andretti Global, the race team he’s run since 2002. However, recent rumors have suggested that Cadillac is still interested in pursuing an entry in Formula 1.

The rumor leaves ample unanswered questions about the future of Andretti Global, as well as its Formula 1 aspirations — and today, we’re going to look at what this could mean for the antitrust investigation currently being undertaken by the United States Department of Justice.

If Andretti and Cadillac part ways, what happens to the antitrust investigation?

In early May, former Formula 1 World Champion Mario Andretti visited Congress in Washington D.C., after which a group of 12 lawmakers sent a letter to Greg Maffei of Liberty Media demanding answers as to why Andretti Global was denied entry to the Formula 1 world.

The letter alleged that Formula 1 and Liberty Media were engaging in anticompetitive behavior in direct violation of the Sherman Antitrust act of 1890. The letter requested more information from Liberty regarding how the decision to reject Andretti Global’s F1 team proposal was made, and it suggested that the rejection of the team was a direct result of the series’ desire to protect the interests of its current European teams.

In August of 2024, Greg Maffei confirmed to investors that the United States Department of Justice was in fact investigating Liberty Media, and that Liberty was fully cooperating with the request for information.

However, with news that Michael Andretti would be stepping back from his role as head of Andretti Global in late September, countless questions have been raised about the future of the team — both within the motorsport world, and as far as this antitrust investigation is concerned.

As PlanetF1.com wrote at the time, the 12 Congresspeople who signed the initial letter to Greg Maffei comprised a diverse group of both Democratic and Republican politicians representing regions in Michigan, North Carolina, Indiana, Texas, and Florida.

A majority of the Congresspeople involved in the letter are keenly involved in committees designed to improve transportation and infrastructure, while almost all represent a district featuring a General Motors plant.

This is key. While the May 1 letter from Congress addresses concerns about F1 preventing two American companies (GM and Andretti) from competing on an international battlefield, the big concern seemed to center around GM.

In fact, the second paragraph of the letter reads, “This partnership, which includes GM and the thousands of its workers who we represent, would showcase exceptional American engineering and design skills, including the production of the only American-built and designed engine (power unit) in Formula 1.”

The letter also points out that the FOM’s rejection seems conspicuous, as the organization represents a “line-up of European Formula 1 race teams, many of which are affiliated with foreign automobile manufacturers that directly compete with American automotive companies like GM.”

In the three questions presented to Maffei, the 12 Congresspeople ask how the denial of “American-owned companies” like Andretti Global and GM can be legal if it benefits “European racing teams and their foreign automobile manufacturing affiliates?”

It all comes back to General Motors.

There’s good reason for this. A study by Oxford Economics found that GM “directly created over $39.2 billion worth of American Gross Domestic Product in 2022, and one quarter of all the GDP generated by U.S. automotive manufactures.” Further, GM alone boasts a greater economic footprint than “13 U.S. states combined.”

Further, in 2022, GM hires accounted for 10% of the entire U.S. automotive manufacturing workforce.

And that's just the economic impact. GM also regularly lobbies Congresspeople and makes large donations to candidates that support public policies that would align with GM's goals as a company. Those GM lobbyists would have a strong incentive to forge strong partnerships with politicians in the U.S., including, likely, some of the 12 signatories of the initial letter to Maffei.

When it comes to mounting an antitrust investigation against Liberty, then, GM would be able to make a much stronger case that denial to F1 has harmed its business than Andretti — especially as Cadillac continues to mount a European expansion with electric vehicles like the Lyriq and Celestiq.

Michael Andretti's presence at Andretti Global seemed to be one of the largest hurdles blocking the team from being approved to join Formula 1. In its rejection letter, Formula One Management stated it would be interested in Cadillac joining F1 as a works team or power unit manufacturer, but felt Andretti alone failed to provide worthwhile value to F1.

Further, Greg Maffei allegedly told Mario Andretti that he would personally ensure Michael Andretti never be allowed into F1.

With Michael Andretti stepping back from the daily running of Andretti Global, then, the team's co-owner Dan Towriss will be taking on a more active role. Towriss is CEO and president of Group1001, an Indianapolis-based insurance group rumored to be worth around $39 billion.

Towriss, then, has been the one funding Andretti's expansion in IndyCar, IMSA, and into Formula 1. Cadillac is rumored to be interested in working with Towriss in the future, as he would be able to fund an F1 program without Cadillac needing to invest a massive amount of capital into doing so.

As a result, the antitrust investigation by the Department of Justice is likely to continue because, at the end of the day, the lawmakers encouraging the investigation were primarily concerned about the impact the FOM's rejection would have on Cadillac and General Motors.

With Michael Andretti out of the picture, it's also possible that the DOJ, the FOM, and Cadillac could more readily agree on a set of terms that would see the GM brand participating in F1, albeit with less Andretti influence.

The situation regarding Andretti Global and Cadillac is still in flux, making it challenging to predict with certainty what will happen in the future. One thing seems certain, though: The relationship between Andretti, Cadillac, Formula 1, and the U.S. government will likely grow ever more complex.

Cadillac without Andretti? F1 rumour suggests different reason behind Michael Andretti departure

Michael Andretti during 2024 Indy 500 practice.

In late September, rumors suggested that Michael Andretti would soon be stepping down from the daily organization of Andretti Global, the team he's run since 2002. But *why*?

Marshall Pruett, respected journalist at RACER, shared his own personal thoughts in his latest edition of his 'Mailbag.' There, he discussed some of the rumors currently floating around the paddock regarding Cadillac, Andretti, and General Motors' Formula 1 ambitions.

Cadillac's Formula 1 ambitions don't require Andretti

The American motorsport world was taken by surprise when Sportico reported on a rumor that Michael Andretti would be stepping down from actively running Andretti Global, the race team he's helmed since 2002. In his place, Group 1001 CEO and Andretti investor Dan Towriss would be ascending to a primary leadership role after having bought a stake in the team several years ago.

Towriss, who first got involved with Andretti back in 2018 through sponsorship of driver Zach Veach, has quickly become a key figure in the program. His financial stake has allowed Andretti to excel in IndyCar, and it provided the backbone for the outfit's attempt to purchase the Sauber F1 team several years ago.

Towriss' funding also served as the backbone of Andretti Global's entry into F1 as a team when the FIA opened applications for an 11th racing outfit to join the grid. While the FIA initially approved the team bid, it was denied by Formula One Management (FOM) — and part of that

seemed to stem from a personal dislike of Michael Andretti, as Mario Andretti claimed Greg Maffei assured he would never allow Michael to join the sport.

Now, Marshall Pruett is reporting on a slate of rumors that seem to suggest Cadillac has retained its keen interest in F1 — albeit without Michael Andretti at the helm.

"I've heard some interesting theories floated from F1 insiders about Cadillac wanting to move forward without the Andrettis — but not without Towriss and his giant funding via the Andretti Global team he controls — with its desired F1 program, and this is the expression of that organizational play," Pruett wrote in his Oct. 2 edition of **The RACER Mailbag**.

In response to a later question, Pruett continued, "I've heard there's a desire for something closer to a Cadillac Racing F1 program than an Andretti Global+Cadillac situation, and considering all of the money that can be made by being the entrant/team behind the program, there's a valid reason to do whatever it takes to get accepted."

After all, Pruett seemed particularly skeptical of the claim that Andretti has stepped back out of a domestic desire to spend time with his family.

"As for why, the team, and Andretti, and Towriss, are working hard to present this as a happy and welcome development. I don't buy it," Pruett wrote.

"To push this hard, and to get this close to restoring the team's greatness in IndyCar and to getting the nod to make it into F1 as an entrant, and then all of a sudden, this is the time to step away?

"Nobody I've spoken to believes this went down in the gosh-and-golly manner it's being sold."

Keen-eyed race fans, though, have likely noticed crumbs and hints of a potential Cadillac F1 entry, sans Michael Andretti.

First, when FOM issued its rejection of Andretti Global's team entry back in January, it did suggest that Formula 1 would be far more amenable to accepting an entry from Cadillac.

"We would look differently on an application for the entry of a team into the 2028 Championship with a GM power unit, either as a GM works team or as a GM customer team designing all allowable components in-house," the rejection read.

"In this case there would be additional factors to consider in respect of the value that the Applicant would bring to the Championship, in particular in respect of bringing a prestigious new OEM to the sport as a PU supplier."

That's a particularly compelling point: Formula 1 sounded interested in Cadillac. Not Andretti. Its rejection focused on Andretti, not Cadillac. The door is open for General Motors.

Another fascinating nugget dropped a few weeks ago, when Cadillac confirmed that it would be continuing its IMSA endurance racing program with Andretti after the expiry of its contract with Chip Ganassi Racing at the end of the season.

In endurance racing, Andretti has joined forces with Wayne Taylor Racing, a team with longstanding ties to Cadillac.

In the press release announcing Cadillac's WTR partnership, though, the Andretti name was conspicuously absent; in fact, it was only mentioned in the boilerplate at the very bottom of the release. Further, the team name would be Wayne Taylor Racing Cadillac — again, no mention of Andretti.

The absence stuck out to me, so I reached out to Cadillac and WTR to see what was happening. In response, WTR told me, "The Cadillac with Wayne Taylor Racing name is designed to honor the longstanding, championship-winning heritage in endurance racing that exists between Wayne Taylor Racing and General Motors.

"Wayne Taylor Racing is part of the Andretti Global family. We are very excited to be back 'home' with Cadillac and looking forward to 2025."

With Cadillac footing most of the development bill for the WTR GTP development program, it makes sense that the manufacturer would have greater sway in the naming of the team. Still, the lack of 'Andretti' seems to stick out like a sore thumb.

As Pruett writes, "The WTR/GM link existed long before Andretti/Towriss bought WTR, so it would be smart to look at that as more of a reunion of former partners than some giant Andretti initiative.

"I think WTR and GM would have gotten back together with or without it being part of Andretti's portfolio."

In the wake of Michael Andretti's stepping back from Andretti Global's operations, multiple people have noted that Andretti Global has regularly declined to comment on its F1 hopes. But what those hopes are now seem particularly murky.

Michael Andretti quizzed on F1 role after bombshell Andretti Global restructuring

Michael Andretti: “The timing was right… to take a different role with the team.”

After the Sportico bombshell, **Associated Press** journalist Jenna Fryer reached out to both Michael Andretti and to Andretti Global co-owner Dan Towriss to understand exactly what was happening with the team.

According to the AP, Andretti’s decision to step back from the active running of Andretti Global has more to do with his personal life than anything else.

“We’ve been working on this for a few months now. For me where I am in my life and what I want to do, the timing was right for me to take a little different role with the team,” Andretti told AP.

“A role where I don’t have to be on it every day and I can still stay involved because I’ll be involved as an advisor as well as an ambassador.

“We were able to come to a deal between myself and Dan [Towriss] and I think we are both happy with what we came up with.”

Andretti is turning 62 years old, and he’s helping raise his twin 10-year-old sons. His elder son Marco Andretti also welcomed a daughter into the world this month, making Michael a grandfather for the first time.

Andretti clarified to the AP that his future role with the team remains undefined at this moment, though he’s looking more toward ambassadorial duties as opposed to actively being in charge of the team.

Further, the Andretti Global name will remain intact.

Speaking to the AP, Towriss added, “We didn’t say that he doesn’t own our team. There’s all kinds of speculation.

“We certainly have restructured the ownership. Michael still has a financial interest. This got leaked in a way that put us on our back foot in terms of responding to things.

“People are going to always look to try to fill a vacuum with stories that sound great and are super interesting. This one is not super interesting. Michael said this was a time to take on a different role from the daily grind.”

Rumors abounded in the aftermath of Sportico's bombshell, including the assertion that Andretti was stepping back from team ownership as a direct result of Penske Entertainment's running of IndyCar.

"I would not give Roger [Penske] that much credit," Andretti told the AP after a year of calls for Penske to sell the series to someone more willing to market the series properly.

But perhaps most fascinatingly is the fact that both Andretti and Towriss were silent on what this means for Formula 1.

According to the AP, neither Towriss nor Andretti would speak at all on Formula 1, even refusing to confirm if Andretti Global is still interested in pursuing ownership of a team.

While the FIA opened applications for prospective F1 teams to join the field as an 11th entry, there has been fierce backlash from Formula One Management and from many of the existing teams on the grid.

As the AP notes, some of that backlash seems to stem from a personal dislike of the Andretti family, and of Michael Andretti in particular. Whether or not a new face helming the team operations will help remains to be seen.

F1 News: Cadillac to join grid in 2026 with Ferrari engines

In the space of just 72 hours, it has become apparent that General Motors will join F1 in 2026. According to latest reports, the GM-backed entry will be named 'Cadillac F1'. It is also understood they will be powered by Ferrari engines.

All the elements in place for General Motors F1 Team

After spending several years trying to get onto the F1 grid (with Andretti almost buying Sauber in 2021), previously gridlocked talks have evolved dramatically behind the scenes.

General Motors have positioned themselves at the forefront of a fresh bid to join Formula 1.

The US manufacturer's increased involvement, though still making use of Andretti's early groundwork, has been transformative.

GM present Liberty Media with a proposition that is almost impossible to reject – the arrival of one of the world's leading car manufacturers.

With the shuffling of key players behind the scenes (including Michael Andretti and Greg Maffei) talks have essentially restarted in recent months.

The result of this fresh start is transformative. 'Cadillac F1' are set to become F1's 11th team in 2026, as reported by the Associated Press.

Only the official announcement remains

General Motors will work to produce their own power units for Cadillac F1 in 2028. Until then, Ferrari will supply the US team with their engines.

For all the failed negotiations between Andretti and Liberty Media until now, the US team has never stopped preparing to join F1.

Until now, the team have worked on the assumption that F1 would eventually approve their entry application.

Because of this, albeit under more direct involvement from General Motors, the project initially spearheaded by Andretti is well underway.

Huge investment has already gone into the required infrastructure to compete at the pinnacle of motorsport. A large workforce is already hard at work for the 2026 season.

Finally reaching an agreement with Formula 1 means there is now a clear timeline for when the grid will expand.

General Motors join Audi and Ford in the ever-expanding list of big-hitters preparing for Formula 1.

In an already competitive field, GM's involvement brings another intriguing variable ahead of the 2026 regulations.

'Cadillac F1 to officially join F1 next week: Engine supplier also found'



'Cadillac F1 to officially join F1 next week: Engine supplier also found'© Provided by GPblog.com

Formula 1 will officially announce next week that Cadillac F1 will join the competition in 2026. Press agency *AP* reports Saturday morning in Las Vegas that a power unit supplier has also been found for the 2026-2027 period. The new team would run those two years with Ferrari engines, although the Italians would not confirm this to *GPblog*. From 2028, Cadillac F1 will run with power units designed and built in-house.

So the official name of the new team will be Cadillac F1 and not Andretti Global - which was the intention for a long time. Michael Andretti recently stepped down from his own company and will also not have a role in the F1 team. That is going to be different for Mario Andretti. The former Formula One world champion will become an ambassador for the US team.

The FIA, too, have now expressed their support for Cadillac F1. Cadillac ares a brand of General Motors, one of the biggest car manufacturers in the world. For

F1, it is very prestigious that this company want to enter the sport. F1 thinks that with GM on board, revenues will increase.

Andretti Cadillac add headline name for the new F1 project

Andretti Cadillac has brought in another big name. Rob White joins the team in a week when the American team seem to be a step closer to a Formula 1 entry for the 2026 season.

Rob White has a lot of experiance in F1. He started at Cosworth in 1987, eventually working his way up to Chief F1 Engineer designer in the Jaguar era. In 2004, he moved to Renault at Viry, where he contributed to Fernando Alonso and Renault's world titles in 2005 and 2006.

Under White's leadership, Renault also won world titles as an engine supplier in 2010, 2011, 2012, and 2013. Together with Red Bull Racing, Renault won four consecutive world titles with Sebastian Vettel. However, in June 2024, White, like many others at Renault, was sacked for disappointing results.

The former top executive at Renault has now moved to the Andretti Cadillac project. There, he will work as chief operating officer and will meet many old friends from his time at Renault, including Pat Symonds.

White's announcement comes in a week when Andretti Cadillac has edging ever closer to an entry into Formula 1. While the entry was initially rejected by the FOM, the project will be admitted to F1 in 2026 as the 11th team under the name Cadillac Racing. The team will use Ferrari engines in 2026 and 2027, followed by General Motors-designed engines in 2028.

General Motors agrees deal to become 11th F1 team from 2026



General Motors announcement

Formula 1 has agreed a deal in principle with General Motors and its Cadillac brand to enter the series in 2026 as an 11th team.

The deal will see the GM-supported outfit join as a customer team in 2026, while developing its own in-house power units for 2028 and beyond, using the existing Andretti Global project in Silverstone as its backbone.

In a statement on Monday, F1 confirmed that GM/Cadillac and the series have agreed a deal in principle for it to join its ranks in 2026.

“With Formula 1’s continued growth plans in the US, we have always believed that welcoming an impressive US brand like GM/Cadillac to the grid and GM as a future power unit supplier could bring additional value and interest to the sport," said outgoing Liberty media CEO and president Greg Maffei.

"We credit the leadership of General Motors and their partners with significant progress in their readiness to enter Formula 1. We are excited to move forward with the application process for the GM/Cadillac team to enter the Championship in 2026."

GM's president Mark Reuss added: "As the pinnacle of motorsports, F1 demands boundary-pushing innovation and excellence. It's an honour for General Motors and Cadillac to join the world's premier racing series, and we're committed to competing with passion and integrity to elevate the sport for race fans around the world. This is a global stage for us to demonstrate GM's engineering expertise and technology leadership at an entirely new level."

GM officials had been in attendance at the Las Vegas Grand Prix to discuss a deal with F1 and Liberty Media over an entry as an 11th expansion team as early as 2026.

The American manufacturer had long been working with Andretti Global on a prospective F1 bid, which was accepted by the governing body the FIA but refused entry by F1 itself because the bid wasn't deemed to add enough value to the series.

There had also been tension between the organisation's figurehead Michael Andretti and F1 executives over Andretti's aggressive campaigning to force his way in, which included involving US Congress and the Department of Justice.

But in the wake of Andretti stepping back from his eponymous organisation and ceding control to majority owner Dan Towriss in September, Towriss and GM continued their efforts to present a more compelling bid with a bigger commitment from the American OEM as a constructor, a bid that has now been approved in principle.

FIA President Mohammed Ben Sulayem said the governing body was "fully supportive" of the latest development: "General Motors is a huge global brand and powerhouse in the OEM world and is working with impressive partners.

"I am fully supportive of the efforts made by the FIA, Formula 1, GM and the team to maintain dialogue and work towards this outcome of an agreement in principle to progress this application to bring a GM/Cadillac branded team onto the grid for the 2026 FIA Formula One World Championship. All parties, including

the FIA, will continue to work together to ensure the process progresses smoothly."

Despite F1's initial rejection, Andretti Global continued building up its F1 programme at its Silverstone factory, where the team had been hiring numerous staff and producing a wind tunnel model of a 2026 car. Senior arrivals include former F1 stalwart Pat Symonds and a number of former Alpine employees, with former Renault engine tech boss Rob White the latest to join the project as its COO.

In order to be ready for 2026, the Cadillac-branded GM effort will have to take over the existing Andretti Global project because of the short lead times involved.

GM also won't have enough time to supply works engines before 2028, so the squad will have to do a deal for customer engines for the first two seasons. Its most likely options are Ferrari and Honda, with Andretti's previous engine partner Renault abandoning its 2026 power unit project.

There has been speculation over GM taking over Renault's 2026 engine IP, but it is now expected the US manufacturer will develop and build its own engines for 2028.

What's next for Andretti Global after GM Formula 1 team shock?

Cadillac, a General Motors subbrand, has finally come to a provisional agreement with Formula 1 to enter the grid in 2026 as an 11th team — after months of negotiations via Andretti Global.

The team is clearly going to be named after Cadillac, with the Andretti moniker almost nowhere to be seen. So, what does GM's entry in F1 mean for Andretti Global?

Andretti Global's tenuous ties to Cadillac Formula 1

In 2023, the FIA opened something called an "expression of interest," where prospective Formula 1 teams could apply for entry to the grid in the future.

Of the teams that applied, only one met the basic FIA requirements: Andretti. The American team, which has been based in Indianapolis, quickly rebranded to Andretti Global and began pursuing plans to partner with Cadillac as its power unit manufacturer.

Despite the FIA's belief in Andretti, Formula One Management (FOM) issued a harsh rejection of the team, citing the claim that Andretti would not bring any value to Formula 1. However, the FOM left the door open for Cadillac to join the sport as a power unit manufacturer.

Part of the reason for the FOM's denial seems to have stemmed from Liberty Media CEO Greg Maffei's personal dislike of Andretti head Michael Andretti.

Earlier this year, Michael Andretti stepped back from day-to-day running of the team, handing it over to co-owner Dan Towriss. Now, Cadillac has earned its approval to join the F1 circuit. But what does that mean for Andretti?

More on the Andretti Global saga:

First and foremost, it is important to remember that Andretti remains involved in the Cadillac F1 team, though the full scope of its participation is currently unclear.

Mario Andretti, father of Michael and one of America's two F1 World Champions, will serve as a director on the Cadillac F1 team board.

Further, Andretti Global also has other ties with Cadillac and General Motors in the racing world, particularly in endurance racing. Andretti has partnered with Wayne Taylor Racing for the 2025 IMSA season; WTR will once again compete with Cadillac machinery in the prototype class, while Andretti will serve as a partner of the team.

"My first love was Formula 1 and now – 70 years later – the F1 paddock is still my happy place. I'm absolutely thrilled with Cadillac, Formula 1, Mark Walter, and Dan Towriss," Mario Andretti said in the official press release.

"To still be involved at this stage of my life — I have to pinch myself to make sure I'm not dreaming."

The Andretti name was almost entirely omitted from the press release aside from that statement from Mario Andretti. Rather, the team is referred to as TWG Global.

Dan Towriss, who has taken over Andretti Global after he invested in an ownership stake of the team, is primarily responsible for the team's rapid growth in the past few years. With Towriss' funding, Andretti has begun to build state-of-the-art race facilities in both Indiana and in the United Kingdom, both of which are designed to serve as hubs for *all* of the team's racing operations, and is able to utilize facilities in both North Carolina and Michigan as well.

The Formula 1 team simply could not exist without Towriss' funding, which means his control of the team in light of Michael Andretti's departure is perhaps the most critical. The systematic

removal of the Andretti name from the press release signals that ownership has changed hands — and that the team has moved beyond its close ties with the motorsport family.

As of the writing of this article, IndyCar still registers the Andretti team name as “Andretti Global “and not TWG Global. It is unclear if that will change in the future, or if the Andretti name will remain an integral part of the American motorsport sphere, with TWG becoming the international name.

What is clear, though, is that the Towriss-led team has almost immediately succeeded in its endeavors to create an American Formula 1 team. With this key piece of the puzzle in place, we are likely to see additional updates and announcements on the horizon.



An F1 car with the Cadillac logo on it© PA Images

Cadillac’s Formula 1 program has received a provisional go-ahead from Formula One Management, with the American team gunning to enter the sport in 2026.

Details about the program will likely still trickle out in the coming months – but this article will contain everything you need to know about the Cadillac F1 program and what it means.

What is Cadillac F1?

Cadillac F1 is the current name of the prospective 11th Formula 1 team that intends to join the grid in 2026. This entry began life as Andretti Global, with team owner Michael Andretti submitting a petition of interest with the FIA back in 2023. After Andretti submitted its entry, General Motors agreed to sign on.

Though the FIA initially approved the Andretti entry, Formula One Management (FOM) denied the team, arguing that the Andretti family name would not provide enough value to the championship; however, FOM admitted that it would be more amenable to accepting an entry from General Motors via the Cadillac brand.

Is Michael Andretti involved in Cadillac F1?

Michael Andretti has helmed Andretti Global since he purchased the Forsythe/Green Racing IndyCar team back in 2002 and rebranded the operation. He was also at the forefront of the F1 entry — but that caused problems.

Greg Maffei, CEO of Liberty Media (the company that owned FOM), allegedly told Mario Andretti that he would guarantee Michael Andretti never gained entry to Formula 1.

In October of 2024, Michael Andretti announced that he would be stepping back from running the team, instead handing the reigns over to Dan Towriss.

Who is Dan Towriss?

Dan Towriss is a financial investor from Indiana who first got into racing via Zach Veach. Veach was looking for a sponsor for the 2017 Indianapolis 500, and his pastor put him in touch with Towriss, the CEO and president of Group 1001 and

Gainbridge. The following year, when Veach signed with Andretti in IndyCar, he brought Towriss' sponsorship along with him.

Towriss soon fell in love with the sport, going so far as to buy an ownership stake in Andretti Global. It was his funding that also allowed the team to invest in new team facilities, expand into new forms of motorsport, and submit the entry for a Formula 1 team.

Towriss is now in charge of Andretti Global.

Has TWG Global replaced Andretti Global?

TWG Global is an investment vehicle for Mark Walter, the co-founder and CEO of Guggenheim Capital. Dan Towriss is CEO of TWG Global's motorsport business, but TWG also partially owns the Los Angeles Dodgers MLB franchise, as well as part of Premier League club Chelsea F.C. and the entirety of the Professional Women's Hockey League.

In Formula 1's press release, "TWG Global" has largely replaced "Andretti Global" when referring to the name of the team behind the Cadillac F1 entry — but it is currently unclear as to whether or not the Andretti name has been totally scrubbed from the operation.

Is Mario Andretti still involved?

Yes, Mario Andretti is still involved in the Cadillac F1 entry. He has signed on as an advisor, and has clarified on X that "I'll help where I can, a non-executive role with the team, not involved in day-to-day operations (because I don't want a job), but offering advice, inspiration, friendship anywhere I can."

When will Cadillac F1 join the grid?

Cadillac F1 intends to join the Formula 1 grid in 2026, to coincide with the new regulatory set. They will serve as an 11th team.

Will Cadillac build its own power units?

Cadillac will first enter as an 11th team in 2026, during which time it will purchase power units from another supplier. That supplier is currently unknown but Ferrari have been linked.

Formula 1 stated in its press release that "GM will enter as an engine supplier at a later time." GM initially stated that it hoped to provide engines by 2028, but it has since clarified that it intends to supply engines "by the end of the decade."

Will Cadillac continue its racing programs elsewhere?

Yes, Cadillac has reaffirmed that it is "committed to competing full-time in IMSA and the WEC," where the team intends to field prototype racers in the GTP class.

Cadillac has renewed its partnership with Wayne Taylor Racing in IMSA for 2025. Andretti Global provides technical support to WTR, and will continue to do so in the future. Cadillac will also partner with Action Express Racing in IMSA.

In the WEC, Cadillac will begin a new partnership with JOTA starting in 2025.

Why did Formula 1 accept Cadillac *now*?

This question does not yet have a definitive answer, and could involve any number of factors: The departure of Michael Andretti, the Department of Justice investigation, the departure of Greg Maffei from Liberty Media, the departure of Renault from Formula 1, and so much more.

However, two things are clear. First, interest from a big-name company like General Motors was exactly what Formula 1 seemed to intend when it opened its expression of interest for teams. A multi-billion dollar company — and an American one at that — is particularly important for the series.

Second, F1 has admitted that GM/Cadillac has hit countless critical "operational milestones" despite its rejection, including building state-of-the-art team facilities and actually developing a car based on 2026 regulations that is said to have already met the FIA's frontal impact standards.

Who is involved in the Cadillac F1 team?

While there are still plenty of questions in the air regarding team personnel, a handful of people have been confirmed for the Cadillac F1 team.

Those personnel include:

- Nick Chester as technical director (formerly of Arrows, Lotus, Mercedes FE)
- Jon Tomlinson as head of aerodynamics (formerly of Jordan, Renault, Mercedes FE)
- John McQuilliam as chief designer (formerly of Manor/Marussia, Prodrive)
- Chris Green as IT director (formerly of Brawn, Mercedes)
- Naoki Tokunaga as senior strategic adviser (formerly of Benetton, Renault Sport)
- Graeme Lowdon as executive advisor (formerly of Manor F1, manager of Zhou Guanyu)
- Caroline McGrory as chief legal officer (formerly of BAR/Honda, Alpine)
- Laura Sturland as chief financial officer (former of Mercedes F1)

How will this impact the Department of Justice investigation?

When Andretti Global was rejected by FOM, it turned to the US Congress and the Department of Justice, claiming that Formula 1 was acting as a monopoly. Liberty Media confirmed that it was being investigated by the DOJ earlier this year, and that it was complying with the investigation.

It is currently unclear how this investigation will proceed, but it is likely that Cadillac's entrance in F1 will quell the concerns.

GM Paid $450 Million To Join Formula 1, Report Says



Cadillac F1© GM

Formula 1 ain't cheap, and we're not just talking about the tickets to attend a race.

It currently costs around $135 million per year to run a team, and that's just because the sport put a price cap on it.

Before the restrictions, teams were spending up to $400 million each year for the shot at a championship.

There are currently 10, two-car teams on the grid, but Formula 1 announced this week that General Motors has been approved for an 11th entry starting in 2026.

It will run under the Cadillac Formula 1 Team brand and will use a GM-designed powertrain starting in 2028.

But getting into Formula 1 isn't as easy as signing up. New teams have to pay a "dilution fee" to the existing outfits to help offset the new revenue split. The hope is that, in the long run, the newcomer will add value to the sport overall, but the fee works as something of a hedge.

It's currently set at $200 million, but since General Motors isn't entering until 2026 when a new contract and car formula goes into effect, it will be paying quite a bit more than that. According to the BBC, the price is $450 million. GM hasn't commented on the report, nor has it released many other details about the project.

Among them is what powertrain it will use for the 2026 and 2027 season. Honda, which is returning to the series in 2026 with Aston Martin, and Ferrari are the most likely suppliers. Ferrari-customer Sauber is set to become the Audi factory team in 2026, which would open the door to GM to grab those powertrains for a couple of season.

GM also hasn't named any potential drivers, but is understood to want an American in at least one of its cars. There are currently no American drivers in the series after Williams Racing let the underperforming Logan Sargeant go in the middle of this season.

Since Mario Andretti made the bid to join F1 in January 2023, Cadillac Formula 1 has assembled an experienced team. It worked on aerodynamics, chassis and component development, software, and vehicle dynamics simulation. GM President Mark Reuss said, *"This is a global stage for us to demonstrate GM's*

engineering expertise and technology leadership at an entirely new level." Dan Towriss, CEO of TWG Global's motorsports businesses, also added, *"Together, we're assembling a world-class team that will embody American innovation and deliver unforgettable moments to race fans around the world."*

A few days ago, the biggest crossover announcement in motorsports was announced. General Motors and TWG Global reached an agreement in principle with Formula 1 to bring a Cadillac team to the series in 2026. Mario Andretti, the 1978 F1 World Champion, and a prolific IndyCar driver, will serve on this team's board. Additionally, launching this team would showcase GM's technology and design capabilities. GM has decades of racing success along with developing high-performance power trains with over 100 driver and owners' championships.

General Motors launches Cadillac Formula 1 Team and power unit

2024-11-25

In a landmark move into the world's most prestigious motorsports competition, General Motors and TWG Global have reached an agreement in principle with Formula 1 to bring a Cadillac team to the series in 2026. GM is also launching an F1 power unit that will put the Cadillac Formula 1 Team on the path to being a "full works" team — building its own F1 vehicles and power units — by the end of the decade.

Cadillac would be the first new team to join F1 since 2016 and the eleventh team on the grid.

Innovations created for F1 will contribute to GM's push to drive the future of transportation, leveraging advanced electrification, powertrain, software, and internal combustion engine technology for consumers around the globe. Launching an F1 team will also highlight the Cadillac brand to a diverse international audience, showcasing GM's technology and design capabilities.



“As the pinnacle of motorsports, F1 demands boundary-pushing innovation and excellence. It’s an honor for General Motors and Cadillac to join the world’s premier racing series, and we’re committed to competing with passion and integrity to elevate the sport for race fans around the world,” said GM President Mark Reuss. “This is a global stage for us to demonstrate GM’s engineering expertise and technology leadership at an entirely new level.”

"We're excited to partner with General Motors in bringing a dynamic presence to Formula 1,” said Dan Towriss, CEO of TWG Global’s motorsports businesses. "Together, we’re assembling a world-class team that will embody American innovation and deliver unforgettable moments to race fans around the world. We appreciate FIA and FOM’s support of our application and their recognition of the value we can bring to the championship.’’

Mario Andretti, the last American F1 Champion, will serve as a director on the team’s board.

“My first love was Formula 1 and now – 70 years later – the F1 paddock is still my happy place. I’m absolutely thrilled with Cadillac, Formula 1, Mark Walter, and Dan Towriss,” said Andretti. “To still be involved at this stage of my life — I have to pinch myself to make sure I’m not dreaming."

Since GM’s bid to join F1 was announced in January 2023, Cadillac Formula 1 has assembled an experienced team to work on aerodynamics, chassis and component development, software, and vehicle dynamics simulation. The team has operations in Fishers, Indiana; Charlotte, North Carolina; Warren, Michigan; and Silverstone, England.

GM has decades of racing success and a rich history of developing high-performance powertrains with over 3,000 wins and more than 100 driver and manufacturer motorsports championships.

In addition to the Cadillac F1 partnership with GM, TWG Global owns and operates Andretti Global, Wayne Taylor Racing, and Spire Motorsports.

Formula 1 cars have undergone a stunning evolution since the year 2000

It takes little more than a glance to realize that Formula 1 cars have changed drastically since the race was defined in 1946 by the Commission Sportive Internationale (CSI) of the FIA.

Early open-wheel racers offered minimal protection for those participating in the sport save for comparatively thin helmets and lots of prayers. In contrast, modern F1 cars are technological marvels, equipped with advanced sensors and computers to closely monitor performance while prioritizing driver safety. Let's explore some of the most significant F1 innovations over the years that have shaped the cars we admire today.



Michael Schumacher, Ferrari F2001, celebrates as he crosses the finish line and takes the chequered flag. Motorsport Images© Motorsport Images

The 2000s brought V10 engines and the revival of electronic aids

The early 2000s were a whirlwind for Formula 1. V10 engines became the most popular choice, offering a good balance between power and fuel efficiency.

Electronic driver aids, including fully automatic gearboxes, launch control, and traction control, were also reintroduced in 2001. Believe it or not, the FIA had banned these aids in 1994 due to complaints that technology was determining the winners, not the drivers' skills.



Sebastian Vettel, Red Bull RB5 Renault leads Lewis Hamilton, McLaren MP4-24 Mercedes out of the pit lane Rainer Schlegelmilch/Motorsport Images© Rainer Schlegelmilch/Motorsport Images

The mid-2000s introduced the V8s, more rules, and cost-savings

In 2006, the 2.4 L V8 engine became the standard configuration for F1 teams. The year after, traction control was banned after a short six-year run as standardized ECUs were mandated from 2008 onwards. The first RPM limit was also instated in 2007, which kept engines from revving above 19,000 RPM.

Those rules were further amplified in 2009, lowering the max RPM to 18,000 and regulating adjustable front wings and disproportionate wing sizes. The Kinetic Energy Recovery System (KERS), was also officially introduced in 2009. KERS stores energy created by braking in a flywheel and sends it to the car's drivetrain to increase acceleration.

Due to the 2009 recession, teams banded together to create cost-saving measures to reduce the cost of participating in F1. Ultimately these resulted in reduced testing times and increased the required engine and gearbox mileage.



Sebastian Vettel, Red Bull RB5 Renault leads Lewis Hamilton, McLaren MP4-24 Mercedes out of the pit lane Daniel Kalisz/Sutton Images/Motorsport Images© Daniel Kalisz/Sutton Images/Motorsport Images

By the mid-2010s, engines were smaller, faster, and turbocharged

2014 saw the revival of turbochargers, which had been banned since 1988. The new standard engine was a 1.6 L turbocharged 6-cylinder with a rev limit of 15,000 rpm and a maximum fuel flow of 100 kg/hr. The minimum weight of the cars was also raised from 642 kg (1,415 lb) to 690 kg (1,521 lb).

KERS also gave way to ERS, or Energy Recovery System, which gave drivers an extra 160 hp as opposed to the 80 hp provided by the previous KERS. These "hybrid" engines along with new aerodynamic regulations in 2017 gave rise to 1000+ hp cars, finally overtaking the record-setting 2004 models.



Drivers compete in the race during Formula 1 Grand Prix of Las Vegas at Las Vegas Strip Circuit on November 23, 2024 (Photo by Tayfun Coskun/Anadolu via Getty Images) Anadolu/Getty Images

Nowadays, it's all about the airflow

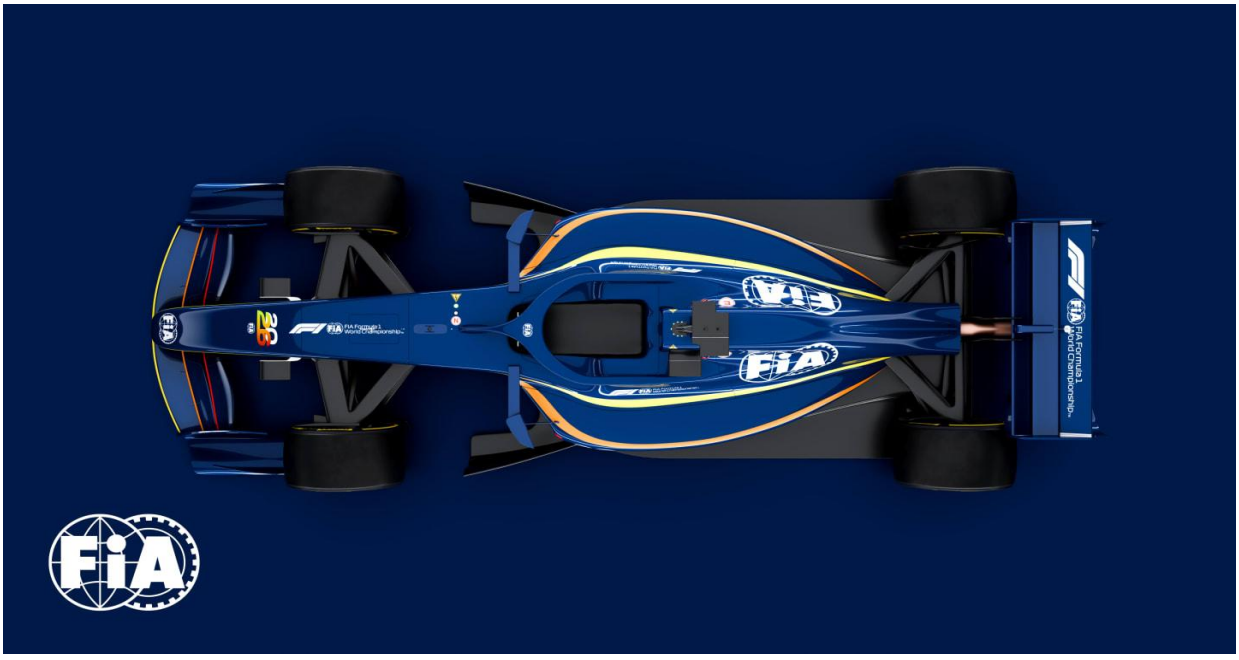
Starting in 2022, aerodynamics was the key focus. The FIA introduced a new car designed to use the ground effect to create less drag and less "dirty air" for the car behind. A new front wing also decreased the aerodynamic complexity while wider rear wings were mounted higher for better airflow. Altogether, these changes allowed for closer racing and encouraged more exciting overtakes.

The same 1.6 L turbocharged 6-cylinder engines received new sensors to allow for better monitoring and fuel was changed to E10 in an effort to improve sustainability.

Final thoughts

The growth of F1 through the decades is a fascinating topic. What started as a pursuit of speed through any method evolved into the bleeding edge of automotive technology. It is thrilling to watch, whether in person or on the big screen, and truly showcases what the synergy between human skill and machine power.

EXPLAINED: More electrical power, more overtaking aids, more sustainable – the inside scoop on the 2026 power unit regulations



Formula 1 is set to get more powerful and be kinder to the environment from 2026, thanks to new power unit regulations announced today by the FIA. The rules run for pages and pages, so let us bring you the highlights.

Okay, hit me. When you say more powerful, what are we talking? And how have they done it?

Two very good questions. The current 1.6-litre, V6 turbocharged hybrid internal combustion engine – already the most efficient engine in the world – has been given a facelift.

From 2026, it'll feature a far more powerful battery component that will allow it to generate three times the electrical power produced by the current hybrid components, rising from 120kW to 350kW.

And even though the power from the engine element drops from between 550-560kW to 400kW, overall there will be more power available and it'll be produced more sustainably, from the world's most efficient hybrid engine.



2026 Formula 1 Regulations Explained

Nice, I like the sound of that. And what's this I hear about more energy being recovered during braking?

You've got good sources! It's true – the amount of energy recovered from braking is doubled to generate around 8.5 megajoules per lap.

What is the tangible benefit of an increased amount of energy recuperated through braking I hear you ask?

I'm meant to ask the questions…

Sorry. Well anyway, higher acceleration out of the corner, due to an additional 120 horsepower, plus cars which are 30 kilograms lighter (more on that in our aerodynamics explainer) and less drag will lead to additional energy recovery at the end of a straight.

Cars will have three times more electric braking power – while different energy harvesting strategies will be available too, which means drivers can be more creative with how they utilise the extra energy they've collected.



From 2026 the new hybrid engine will feature a far more powerful battery

Now while we're talking about extra energy, can you explain what this manual override mode is all about?

Sure, this is a new feature that has been added to the 2026 rules in a bid to improve overtaking opportunities.

How does it work? Well, while the energy deployment of the leading car will taper off after 290kph, reaching zero at 355kph, the following car can benefit from the 'MGU-K Override' which provides 350kW all the way up to 337kph – that works out at around 0.5MJ of extra energy.

It can be used anytime a driver is within one second of the car in front.

Lovely stuff. Switching topic slightly – the new rules seem to have attracted a lot of engine manufacturers…

They have indeed. From 2026, there will be six manufacturers involved.

Ferrari, Mercedes and Renault have committed to remain in the sport, with Honda returning, Audi joining for the first time and Ford teaming up with Red Bull Power Trains.

The newcomers are said to have been attracted by the opportunity to develop a hybrid engine with a high energy recovery capacity, close to a 50-50 energy split, which in turn helps them develop technologies that are relevant to the road car arm of their businesses.

The removal of the MGU-H, which has proved a tricky component to master, was a popular move, too.

And they love the idea of running 100% sustainable fuels, given it supports their respective wider company goals of building to a more sustainable future.



From 2026 there will be six engine manufacturers involved in Formula 1

Ah, yes. 100% sustainable fuel. Tell me more.

Before 2022, cars were running on fuel containing 5.75% bio-components. That ratio rose to 10% in 2022 through a move to E10 fuel (E stands for ethanol, 10 refers to the percentage in the mixture).

From 2026, following intense research and testing with Formula 1 partner ARAMCO, the fuel in every race car will be fully sustainable.

That means no new fossil carbon will be burned. Instead, the carbon will be derived from non-food sources, genuine municipal waste or even out of the atmosphere.

The fuel will also be ‘drop-in’, which means it can be used in almost any internal combustion engined vehicle around the world. By 2030, there will be around 1.2bn such cars on the road worldwide and thus fuel developed in Formula 1 could be used to reduce emissions.

F1 2026 Regulations Explained: All you need to know

There is a lot of debate to be had in Formula 1 over how regulation changes could impact championship contenders in years to come.

With changes switching up the order in the past, all teams on the grid will be eager to get it right this time around.Here's a deep dive into the upcoming regulation changes that will redefine racing from the 2026 season onwards.

The Federation Internationale de l'Automobile (FIA) have finally unveiled the new regulations that will come into effect in 2026.

The comprehensive set of new power unit rules aims to revolutionise the sport, focusing on enhancing competitiveness, safety, and sustainability.

Aerodynamic regulations will also be tweaked to promote closer racing, while the chassis will be redesigned to be lighter and nimbler. Safety will be further strengthened, with even stricter protocols implemented to ensure the well-being of drivers.

So, what exactly is changing? Let's break it down.

We've been given a first look at the next generation of F1 cars, with the FIA (Federation Internationale de l'Automobile) revealing the new chassis rules that will come into effect from 2026 onwards. Some of the key changes include smaller and "more nimble" cars and the introduction of active aerodynamics, which will replace the current DRS (Drag Reduction System).

1. **New cars will be 30kg lighter**
2. **Active aerodynamics to replace DRS**
3. **Manual Override mode will provide on-demand power boost**

2026 F1: Smaller cars

FIA Single Seater Technical Director Nikolas Tombazis has described the new cars as being “lighter, more powerful and more focused on driver skill”. He added that the new rules have been designed to “provide closer racing among drivers, increase the competition between teams and to improve the spectacle”.

In line with this, the new cars will be smaller. The wheelbase has been reduced from 3,600mm to 3,400mm, while the width has been reduced from 2,000mm to 1900mm. The maximum floor width has also been cut by 150mm.

These new cars will be 30kg lighter than the 2022 cars, with a minimum weight of 768kg. The FIA says downforce will be reduced by 30 percent, and drag by 55 percent.

The 18-inch wheel size introduced in 2022 will remain, however, the width of the front tyres has been reduced by 25mm and the rears by 30mm.

The introduction of active aerodynamics will bring moveable front and rear wings to allow for closer racing. The new cars will be switchable between two configurations – Z-Mode and X-Mode.

Z-Mode will alter the front and rear wings for drivers to enjoy greater cornering speed. The lower-drag X-Mode can be used on straights to maximise top speed. F1 says this new system “can be used in zones like those used for the current DRS overtaking aid.”

Furthermore, a three-element active rear wing will be used, while the lower beam wing has been removed and end plates have been simplified. The front wing will also be 100mm narrower and will feature a two-element active flap. The front wheel arches will be removed.

Other changes include partially flat floors and a lower-powered diffuser. In theory, this should reduce the ground effect and reliance of the cars on ultra-stiff and low set-ups.

2026 F1: More safety

The new rules will introduce a two-stage nose design to mitigate the risk of detachments in initial impacts, which would then leave the car unprotected for a subsequent impact.

Side intrusion protection has been increased as well, while roll hoop loads have been increased from 16G to 20G. Finally, lateral safety lights will be introduced to identify the Energy Recorvery System (ERS) status of a car stopped across the track.

2026 F1: New power unit

F1's new engine rules had already been revealed in 2022, featuring more electric power and the introduction of 100 percent sustainable fuel.

The new power units will carry on with the current 1.6-litre V6 internal combustion engine, but will do away with the complex MGU-H (Motor Generator Unit – Heat) system. Instead, the MGU-K (Motor Generator Unit – Kinetic), which recaptures energy under braking, will generate three times more power.

So, while the power from the hybrid unit has dropped from 550-560kW (748-761hp) to 400kW (544hp), the battery element increases massively from 120kW (163hp) to 350kW (476hp). A new Manual Override mode will also be introduced, giving drivers an on-demand boost of battery power when they're close enough to the car ahead of them

Along with existing engine suppliers – Ferrari, Mercedes and Renault – the new rules have attracted Audi and Ford, and have even enticed Honda to return to F1.

The new 2026 F1 rules will now be ratified by the World Motor Sport Council on June 28.

New 2026 F1 regulations explained

Power Unit

The hybrid engine will feature a way more powerful battery component which will generate three times the electrical power compared to the current hybrid setup. This translates to a jump from 120kW to a staggering 350kW.

And while the internal combustion engine (ICE) element will see a slight decrease in power output (from 550-560kW to 400kW), the overall power available will actually increase and will be produced more sustainably.

Additionally, the new power units will be able to capture double the amount of energy from braking, generating a massive 8.5 megajoules per lap.

One of the biggest changes in 2026 is the Manual Override Mode "MOM" feature which will be introduced to provide more overtaking opportunities, replacing the current Drag Reduction System, 'DRS'.

When a leading car reaches 290 kilometers per hour (km/h), the energy deployment starts to taper off, eventually reaching zero at 355 km/h. However, a chasing car within one second can unleash a temporary 350kW power boost lasting until 337 km/h using MOM. This translates to roughly 0.5 megajoules of extra energy, potentially aiding a crucial overtaking attempt.

The revamped regulations, including the removal of the MGU-H, have attracted a lot of engine manufacturers. Ferrari, Mercedes, and Renault have all pledged their continued participation, while Honda is making a comeback, Audi is joining the grid and Ford partnering with Red Bull Powertrains.

Aerodynamics

The sport will also introduce a suite of changes in aerodynamics aimed at making the F1 machines smaller and lighter.

A revolutionary addition for 2026 is the introduction of an active aerodynamics system. Cars will feature movable front and rear wings, with the front wing being

100mm narrower with a two-element flap and the rear wing having three elements, with the lower beam wing removed.

Similar to the DRS, drivers can deploy a "Z-mode" setting that opens and angles the wing elements on both the front and rear wings, maximising downforce for sharper cornering. Conversely, an "X-mode" setting adjusts the wing flaps for a low-drag configuration, boosting straight-line speed.

In addition, front wheel arches will be removed and part of the wheel bodywork will be mandated to achieve optimal wake performance. In-washing wheel wake control boards will also be mounted on the front of the sidepods to control the wheel wake.

Furthermore, the 2026 cars will have a "partially" flat floor and a lower-powered diffuser. This reduces the ground effect as well as the car's reliance on ultra-stiff and low-set-up.

After concerns were raised about the performance of the 2026 car, efforts were made to implement potential tweaks to enhance performance. These adjustments have now halved the performance gap, reducing the 2-second deficit between the new car and the current one to just one second.

A key highlight of the 2026 cars will be the equal balance between electric power and internal combustion, marking a significant shift in Formula 1's hybrid technology. The cars will also be lighter and more compact, featuring smaller wheels designed to make way for close racing and exciting track action.

However, when the outline plan for the 2026 car was revealed ahead of the race at the Circuit Gilles Villeneuve, it indicated that the future F1 car will be slower than the current ground effect cars by a significant two seconds, which is quite a lot in the world of racing.

Now though, the latest changes in the regulations have made it possible to reduce the gap by one second. Speaking on the subject, FIA’s single seater director, Nikolas Tombazis told the media:

“There has been an increase of performance of the car by probably about 50 points of downforce.

“This has brought the performance from what maybe was minus 40% compared to current cars, to around minus 15% in terms of downforce.

“In terms of performance, the resulting lap time of the cars is very close to current cars. All that has been done as was promised in June.”

Tombazis was then asked about the potential gap in performance that could have existed if no further changes were made to the regulations. He said:

“If we had made no change after June, I guess it would have been probably approximately another two seconds slower.”

Elaborating on the detailed changes planned on the 2026 car, which include increased downforce and other performance enhancements, he added:

“The main changes on the aerodynamics have been increasing a bit the box in which the front wing lies.

“We have also added the front wing fence and the style that used to be in previous cars.

“We've added some space for devices in front of the front floor, like the sideboard and the leading edge of the sideboard. We've increased the size of the diffuser, which starts a bit further forward and is a bit bigger.

“We've redesigned some of the bodywork around the front wheels, and there's still some work ongoing that may hopefully lead to some final tweaks in the next World Council of the rear bodywork, and how that interacts with the diffuser in that area.”

The latest draft of the 2026 regulations introduces several key changes, particularly to the front wing design. These include expanding the allowable box region for the front wing elements and increasing the thickness of the endplates. While the updates may not seem extensive, they offer significant potential for boosting downforce in the next generation of cars. This is largely due to the interconnected nature of the changes, which affect the car's aerodynamics from front to rear, enhancing overall performance.

Chassis

Cars will shed their bulk, becoming both shorter and narrower. The wheelbase shrinks by 200mm to 3400mm, while the width gets a 100mm reduction to 1900mm. The floor width also narrows by 150mm.

Weight reduction is a major focus, with the minimum weight dropping by 30kg to 768kg. This includes both the car itself (722kg) and the estimated tire weight (46kg).

Downforce is being trimmed by 30%. Additionally, drag is targeted for a 55% reduction. These changes aim to improve overall efficiency and handling, making cars more raceable by allowing them to follow each other more closely.

The 18-inch wheels introduced in 2022 are here to stay but with slightly narrower profiles. Front tires will shrink by 25mm and rears by 30mm, with the FIA assuring minimal impact on grip.

Sustainability

From 2026 onwards, F1 will transition to entirely sustainable fuels. This means no more burning of new fossil carbon – a significant leap forward in reducing the sport's environmental footprint.

This fuel will also be "drop-in", which means it can be used in almost any ICE-powered vehicle, and by 2030, there will be around 1.2bn such cars on the road worldwide, meaning the fuel developed in F1 could be used to reduce emissions.

Additionally, there will be increased use of electric power in the 2026 units, with a transition to a 50% electrical and 50% thermal power distribution.

Safety

In 2026, the front impact structure (FIS) will include a two-stage structure. This change aims to prevent incidents similar to those in recent years where the FIS has broken off near the survival cell after the initial impact, leaving the car vulnerable to any subsequent impacts.

Side protection is also getting a boost, especially around the driver's seat. The fuel cell area will be much stronger too, with more than double the current protection - all without making the cars any heavier.

Stronger roll hoops are another improvement. They are expected to withstand even higher forces (20G), and test simulations will also see an increase to 167kN.

Finally, lateral safety lights will be installed to indicate the ERS (Energy Recovery System) status of a car when it is stationary on track, further enhancing driver and marshal safety.

7 things to know about F1's new engine rules

Less fuel, more electrical power; we explain what changes F1's new engine regulations will bring.

The FIA World Motor Sport Council has approved the new F1 engine regulations that will come into effect in 2026. While the new power units will carry on with the current 1.6-litre V6 internal combustion engine, there are some crucial changes that pave the way for Porsche and Audi to enter F1.

The new rules set out to make F1's power units more efficient, requiring less fuel, while still putting out over 1,000hp. So what are these changes, and will they have an impact on the on-track racing? We break it down for you:

Goodbye MGU-H, hello Audi and Porsche

From 2026, F1 is doing away with the complex MGU-H (Motor Generator Unit – Heat), which captures energy from exhaust gases. It's a move intended to encourage new manufacturers like Porsche and Audi to join the fray. The MGU-H has little relevance to road cars and it's understood that the Volkswagen Group had been reluctant to commit to the expense of developing the system.

The FIA has stated that the new rules "are intended to make it possible and attractive for newcomers to join the sport at a competitive level". In line with that, the removal of the MGU-H will also reduce any advantages the current power unit manufacturers have.

Earlier this year, former Volkswagen Group chairman Herbert Diess had already announced **Audi and Porsche's plans to enter F1.** With the new rules formally approved, both brands can now go ahead with officially confirming their entry.

Porsche will be teaming up with Red Bull for a new engine partnership, and while Audi's plans aren't as concrete, it's expected to tie up with Alfa Romeo.

More electrical power

To make up for the loss of the MGU-H, the MGU-K – which recaptures energy under braking – will generate three times more electrical power. Currently, both MGUs generate 120kW of energy, but this is set to increase to 350kW from just the MGU-K in 2026. So it will be able to collect even more braking energy that would otherwise be wasted.

Despite the reduced fuel flow and resulting lower power, the added electrical energy means the cars will still churn out over 1,000hp. And there's an extra treat for fans – F1 says the new power units could make the cars louder too.

Less fuel

The new power units will use fully sustainable fuel, generated using non-food biomass or even through carbon capture by drawing CO2 from the atmosphere. This means that no new fossil carbon will be burned, this tech could help make internal combustion engines greener.

The combination of the car changes and increased electrical power means the cars will need less fuel to run. F1 is aiming for each car to use just 70kg of fuel during a race from 2026 onwards. This is a major reduction from the 100kg of fuel used by cars in 2020. In 2013, this figure stood at 160kg for a single race. Additionally, the fuel-flow rate will be limited by energy rather than volume.

Return of turbo lag

The MGU-H helped avoid turbo lag, so that could very well return in 2026. It'll be trickier for drivers to control the car at corner exits, so it would be interesting to see how that plays out.

There's also the strategy aspect of it all. With the management of higher electric energy, deciding when and how to attack will become even more critical.

Safety

The MGU-K will be enclosed within the chassis, right next to the battery and control electronics. With this, all the high-voltage equipment will now be contained within the safety cell.

Keeping costs in check

A number of measures will be introduced to keep costs in check, including an engine-specific cost cap and banning of expensive manufacturing materials. More engine components will be standardised or supplied from a single source and dyno hours will be limited as well.

But this doesn't mean innovation will be limited. Engineers will have the freedom to keep developing electrical systems.

Sustainability

From 2026, it will be mandatory for batteries to be recycled, and additionally, materials such as cobalt will be recycled at the end of the MGU-K's life as well.

How F1's new fuel could keep the internal combustion engine alive

F1 is hoping to scale up the production of 100 percent sustainable fuel for future use across the transport industry.

F1 is aiming for the next-generation of its engines to run on 100 percent sustainable fuel by the mid-2020s.

Next year's cars will already switch to E10 fuel, which will be a mixture of 90 percent fossil fuel and 10 percent renewable ethanol. So in a span of just five years, F1 is looking to switch from 10 percent to 100 percent renewable fuel.

It's an ambitious target, given the tight time frame. But as the world switches to electric power, should F1 achieve its target, it could very well be the key to keep the internal combustion engine (ICE) alive.

- **F1 to introduce 100 percent sustainable fuel by mid-2020s**
- **No engine modifications needed**
- **Claims emissions savings of at least 65 percent**

Packing a punch

F1 doesn't just want the new fuel to be sustainable , it also needs it to be high performance. The goal is to create a drop-in fuel, without having to modify the engines to run on it. So the cars should be just as fast as they are today.

As per F1's statement, "the new fuel will also pack a punch worthy of the pinnacle of motorsport, matching the energy density of Formula 1's current fossil fuel petrols."

Global impact

We're in the middle of an electric revolution worldwide. Several countries have announced plans to ban the sale of petrol and diesel cars, while some of the biggest names in the auto industry, like **Mercedes-Benz** and **Hyundai**, have pledged to go all-electric.

But passenger vehicles are just a small part of the global emissions problem. ICEs will continue to be essential for air and sea travel, heavy goods vehicles and more. And then you have countries like India, where the automotive market will continue to be dominated by ICE vehicles, at least for the foreseeable future.

F1's studies estimate that by 2030, fully electric vehicles will only make up eight percent of the 1.8 billion cars predicted to be on the road. This means that over 1.6 billion cars around the world will still rely on internal combustion.

F1 has always been a test bed for technology that trickles down to road cars. Similarly, the championship is working with fuel companies to scale up the production of these new fuels and make them available to the wider transport industry.

“The techniques that we will hone and make more efficient and mainstream to produce our fuels are exactly the same techniques that can produce the fuel for trucks, for trains, for aircraft, even if those fuels are slightly different,” Pat Symonds, F1’s Chief Technical Officer, said in a statement.

How will F1’s sustainable fuel be made?

There are a few routes that F1 is looking at for this new generation of sustainable fuels. The first is either municipal waste or non-food biomass, which could make use of things like agricultural waste, algae and non-food crops that are grown on land deemed unsuitable for food production.

The second route is carbon capture, wherein the cars could theoretically be powered by drawing CO2 from the atmosphere. The technology is still in its infancy, but could make for a fascinating development for the automotive industry. “Carbon capture is a method that actually we’re quite keen on because it takes the carbon directly out of the air. It’s in its infancy, but there are plants doing it,” says Symonds.

“So it is doable, and I think in 20 years’ time, actually there'll be quite a lot of it around. But it is very, very experimental,” he adds.

Is sustainable fuel less polluting?

Yes, vehicles running on sustainable fuels will still emit CO2. But, as Symonds explains, “We’re not producing any CO2 that is not already in the atmosphere at the moment; we’re taking it out of the atmosphere, we’re using it, and we’re putting it back in the atmosphere.”

Simply put, you’re achieving a balance between the carbon removed from the atmosphere and the carbon emitted. F1 claims these new fuels will result in a greenhouse gas emissions savings of at least 65 percent compared to fossil-derived petrol.

EVs aren’t zero emissions vehicles either once you consider the mining of raw materials for the batteries, disposal of the batteries, etc. Additionally, several countries – like India – still generate the majority of their electricity from thermal plants. “When you fix one problem, another problem comes up,” Lewis Hamilton said, while speaking with Autocar India. “Like battery technology, for example, the biodiversity that’s destroyed in mining for that stuff is another big

problem. So we're constantly going to be faced with those challenges, but technology is moving forwards heavily."

And while that technology evolves, sustainable fuels could very well be the best interim solution. There's no magic wand that can be waved to create the perfect sustainable fuel, so F1 has a tough task at hand. Should it succeed, though, it could find itself reasserting its relevance to the overall automotive industry.

Official: Cadillac name first-ever team principal for their F1 team!



Official: Cadillac name first-ever team principal for their F1 team!

Cadillac, the team recently announced to enter Formula 1 as the 11th team for the 2026 season, have announced their team principal. Briton

Graeme Lowdon was announced to become the team's first team principal in the competition.

"TWG Global and General Motors (GM) today announced that veteran motorsports and Formula 1 team executive Graeme Lowdon will serve as Team Principal of the Cadillac team as it moves towards being on the grid to compete in the FIA Formula One World Championship in 2026," the team's report writes.

"I'm truly honored to be appointed as the Team Principal of this exciting new team and I would like to thank everyone involved for placing their trust in me. I believe that Formula 1 is the greatest team sport in the world, and teams are all about people. This is a team with a real love for, and desire to go, racing, and we have the experience and expertise to do just that. Racing is at the very heart of everything that we do. This is what I want to see in a team, and I really want to be part of it. I don't underestimate the task ahead and I have the utmost respect for the competition. I look forward to the challenge of racing. In the meantime, our work continues at pace," Lowdon commented on his appointment.

The Briton has experience in building a team to be ready for the competition, having previously helped Manor (bought out by Virgin Racing) and then he became the CEO of the team. He resigned from his role in 2015. He later returned to Manor Motorsport to oversee their WEC programme. Since 2023 preparing an F1 bid for TWG Global, he led the team of to work on aerodynamics, chassis and component development, software and vehicle dynamics simulation as well. He is also Kick Sauber driver Guanyu Zhou's manager.

"Graeme has been a pleasure to work with over the past two years and we're excited he will lead our journey to the 2026 Formula 1 grid as Team Principal. He has great racing expertise, he knows how to assemble a high-performing team and he embodies," General Motors President Mark Reuss said.

GM announces Lowdon as Cadillac F1 team principal

TWG Global and General Motors have announced Graeme Lowdon as team principal of the Cadillac Formula 1 programme ahead of its entry in 2026.

The American brand will join the grid for the new era of regulations after a reworked package was presented to F1 after over a year of trying to make it onto the scene - TWG CEO Dan Towriss largely responsible for the reworking of GM's proposals after taking over at the helm of Andretti Global from Michael Andretti.

Lowdon, who formerly served as CEO for the Virgin/Marussia/Manor F1 outfit and also took the Manor name to the World Endurance Championship, has been given the team principal role having helped lay the foundations of the championship's 11th team.

“I’m truly honoured to be appointed as the team principal of this exciting new team and I would like to thank everyone involved for placing their trust in me,” said Lowdon.

“I believe that Formula 1 is the greatest team sport in the world, and teams are all about people. This is a team with a real love for, and desire to go, racing, and we have the experience and expertise to do just that.

"Racing is at the very heart of everything that we do. This is what I want to see in a team, and I really want to be part of it. I don’t underestimate the task ahead and I have the utmost respect for the competition. I look forward to the challenge of racing. In the meantime, our work continues at pace.”

Towriss added: "Graeme has been advising our team for the last two years as we have built out our operations; his experience on both the technical and managerial sides of Formula 1 and other motorsports ventures will serve him well as he builds the Cadillac Formula 1 team."



Guests in the Kick Sauber F1 Team garage, including Grame Lowdon, manager of Zhou Guanyu, Kick Sauber F1 Team

Guests in the Kick Sauber F1 Team garage, including Grame Lowdon, manager of Zhou Guanyu, Kick Sauber F1 Team

Photo by: Andrew Ferraro/MSI

As well as helping to build the Cadillac entry from the bottom up, Lowdon has been in the F1 paddock as part of Zhou Guanyu's nearest circle.

On the role he has performed with GM, president Mark Reuss said: “Graeme has been a pleasure to work with over the past two years and we’re excited he will lead our journey to the 2026 Formula 1 grid as team principal.

“He has great racing expertise, he knows how to assemble a high-performing team and he embodies the values the Cadillac Formula 1 Team will represent in all its endeavors, on or off the track.”



Lowdon named as Cadillac's F1 team principal

General Motors has named Graeme Lowdon as the team principal of the Cadillac Formula 1 team that is preparing to enter the sport in 2026.

Lowdon has worked as an advisor to GM and Andretti Global over the past two years as it worked on an F1 project, helping to structure the team alongside other roles including as part of Zhou Guanyu's management. Lowdon has also previously served as sporting director and CEO of Manor's F1 entries up until 2015 under the Virgin and Marussia names.

"I'm truly honored to be appointed as the team principal of this exciting new team and I would like to thank everyone involved for placing their trust in me," Lowdon said. "I believe that Formula 1 is the greatest team sport in the world, and teams are all about people. This is a team with a real love for, and desire to go, racing, and we have the experience and expertise to do just that.

"Racing is at the very heart of everything that we do. This is what I want to see in a team, and I really want to be part of it. I don't underestimate the task ahead

and I have the utmost respect for the competition. I look forward to the challenge of racing. In the meantime, our work continues at pace."

TWG Global's motorsport business CEO, Daniel Towriss, says Lowdon's experience both within F1 and the wider motorsport industry was a big factor in his appointment.

"Graeme has been advising our team for the last two years as we have built out our operations; his experience on both the technical and managerial sides of Formula 1 and other motorsports ventures will serve him well as he builds the Cadillac Formula 1 team," Towriss said.

GM president Mark Reuss also highlighted the importance of the role Lowdon has fulfilled so far as team development has continued, with Cadillac still awaiting its final entry confirmation.

"Graeme has been a pleasure to work with over the past two years and we're excited he will lead our journey to the 2026 Formula 1 grid as team principal," Reuss said. "He has great racing expertise, he knows how to assemble a high-performing team and he embodies the values the Cadillac Formula 1 team will represent in all its endeavors, on or off the track."

Ferrari announce partnership with Cadillac from 2026 F1 season!



Ferrari have announced their partnership with Cadillac's Formula 1 team. This means that the Italian Scuderia will supply engines and gearboxes for the future 11th team on the grid, starting from the 2026 season.

Ferrari announces partnership with Cadillac

"Ferrari today announces a multi-year agreement starting from 2026 with Andretti Formula Racing LLC, regarding the supply of power unit and gearbox to the racing team led by TWG Global and General Motors, subject to Andretti Formula Racing LLC receiving written confirmation from the FIA – F1 that its entry to the 2026 FIA Formula One Championship has been accepted and approved," reads Ferrari's statement on their website. Cadillac and General Motors have not yet released any information about the partnership.

Cadillac To Be Powered By Ferrari Engines In F1



Cadillac To Be Powered By Ferrari Engines In F1

- GM, Cadillac, and Andretti gained provisional approval to join F1 after the Las Vegas GP.
- Its engine supply deal with Ferrari rests on the team receiving official written confirmation.
- The American team originally planned to use Renault engines before switching to Ferrari.

Just a few days after narrowly missing out on securing this year's Formula 1 constructors' championship, Ferrari has revealed that it will supply its engines to the new Cadillac F1 team from 2026. While financial details about the deal have not been publicly disclosed, the deal is for multiple years.

GM, Cadillac, and Andretti received provisional approval to join the F1 grid in 2026 after November's Las Vegas Grand Prix, having had a previous bid rejected earlier in the year. General Motors has committed to transitioning to a complete

works team, stating it will start to build its own engines from 2028. As such, the team needed to secure an engine supplier for 2026 and 2027, and they selected Ferrari. The Italian marque will also continue to supply engines to Haas, the other American team.

“It’s great to see the commitment of another American team, backed by one of the most highly respected marques in the motor industry, at a time when Formula 1 is increasing in popularity in the United States,” Scuderia Ferrari HP team principal Frédéric Vasseur said.

“We are delighted therefore that we will be supplying the team with our power unit and gearbox as the basis of this technical collaboration. It means we will continue to have two “customer teams” in the championship with all the benefits this brings in terms of technical development within Ferrari,” he added.

While quizzed about the tie-up at a recent Reuters event in New York, Ferrari chief executive Benedetto Vigna said he was very proud of the deal, and noted Ferrari has “a sense of responsibility because the success of these other teams, it also depends on our engine.”



Importantly, the GM team has yet to receive official written confirmation of its acceptance into Formula 1, so the deal with Ferrari remains subject to this approval.

Prior to Michael Andretti handing over day-to-day operations of the outfit to Dan Towriss and TWG Global, the team had secured an engine supply deal with Renault, Motorsport reports. However, the French brand confirmed in late September that it would end its F1 engine program after the 2025 season and switch the Alpine team to Mercedes power.

Now that Cadillac's Formula 1 endeavor has received provisional approval, the General Motors brand has wasted no time in securing its initial partnerships ahead of its 2026 debut, starting with its power unit manufacturer.

This week, Cadillac F1 announced its intentions to run with Ferrari power units from its debut in 2026 until it can provide its own equipment — sometime before the end of the decade. And believe it or not, it's a partnership that makes a lot of sense.

… But Ferrari will boost Cadillac's image abroad

Namely, Honda doesn't have the same prestige as Ferrari.

A significant element of Cadillac's goals in Formula 1 has nothing to do with racing: Rather, the American brand is working hard to expand its international footprint. That means it will be particularly well-suited to align itself with a prestigious brand.

We've already ruled out Mercedes as a potential option. That leaves Honda and Ferrari. Which brand has greater prestige?

The answer is easy: Ferrari.

While we'll dig into some other reasons why Cadillac would have ruled out Honda below, the primary one to consider here is the fact that Ferrari is *iconic*. It's the kind of brand that instills a fiery passion in its fans, and it builds the kind of aspirational, high-performance supercars that have been coveted by car enthusiasts for decades.

Ferrari provides some much-needed stability in Formula 1

Of any power unit supplier, Ferrari has lasted the longest in Formula 1, and it's reasonable to assume that the Italian brand intends to continue competing in F1 for a long time coming. That in and of itself would be a serious selling point for any team looking to enter F1.

Even if Honda hadn't represented a conflict of interest for a GM brand, Cadillac would have done well to shy away from a company whose involvement in F1 has been fickle at best. Honda regularly threatens to leave the sport, and when it *has* participated in F1, its engines haven't always performed up to snuff. (Need we revisit the "GP2 engine" days of the mid-2010s McLaren-Honda?)

Cadillac doesn't intend to be a customer team for long, but there's a much stronger case to be made for the longevity of a Ferrari PU compared to anything else.

Mario Andretti has longstanding ties with Ferrari

On his debut with the Ferrari Formula 1 team in 1971, Mario Andretti secured a victory in what would be the start of a brief but fruitful partnership.

The Italian-born Andretti may not be in charge of Cadillac's F1 operation, but he'll still hold an ambassadorial role with the team that was intended to bear his name. Earlier this year, he expressed a preference for the Caddy team to bear Ferrari engines, and it seems that wish has come true for the former World Champion.

Of course, being born in Italy, Andretti has always expressed a kinship with the Scuderia, but it was a kinship that turned into a professional career.

After moving to America, Andretti started racing competitively in the 1960s; by the end of the decade, he had impressed Colin Chapman of Team Lotus to such an extent that he entered a few races with the outfit — though each one ended in retirement.

In 1971, he signed with Ferrari on a part-time basis and went on to win the season opening race at Kyalami. Three weeks later, he represented Ferrari in the non-championship Questor Grand Prix, taking yet another win for Ferrari.

His part-time status with the marque only lasted two years. In F1, he went full-time with Parnelli before swapping over to Lotus — the team that ultimately brought him his 1978 World Championship.

Though Andretti's name may no longer be proudly emblazoned on the side of Cadillac's race cars, the signing of Ferrari to an operation that Mario Andretti will casually represent is a full-circle moment for the highly decorated motorsport veteran.

Lewis Hamilton begins Ferrari journey: Formula One driver breaks his silence after 'starting a new era' in Italy

- **ewis Hamilton arrived at Ferrari's facilities in Maranello on Monday morning**
- **The seven-time world champion sent a message to express his excitement**
- **He has just over a month to ease into life in scarlet red before pre-season testing**

Lewis Hamilton was spotted at Maranello on Monday morning for the first time since he agreed a deal to join Ferrari last year.

He was suited and booted as he entered the facility and, upon hearing the news, Ferrari fans gathered outside the building en masse to get a glimpse of the seven-time world champion.

Mail Sport previously reported that the Brit greeted staff and logged time on the simulator on Sunday.

He is expected to get behind the wheel of a Ferrari for the first time at the Scuderia's Fiorano test track on Wednesday, subject to a rejig if bad weather intervenes.

He will drive an old Ferrari, probably the 2023 car – the latest model allowed under F1 TPC (testing of previous cars) rules - that permits a driver 1,000km (620 miles) of in-house practice.

Hours after his arrival at Maranello, Hamilton took to Instagram to express his excitement over racing in red, stating that he 'couldn't be happier'.



Fans gathered outside Maranello to get a glimpse of the seven-time World Drivers' champion

'There are some days that you know you'll remember forever and today, my first as a Ferrari driver, is one of those days,' he said.

'I've been lucky enough to have achieved things in my career I never thought possible, but part of me has always held on to that dream of racing in red. I couldn't be happier to realise that dream today.



'Today we start a new era in the history of this iconic team, and I can't wait to see what story we will write together.'

Hamilton has just over a month to ease into life in scarlet red before pre-season testing commences in Bahrain on February 26.

And it will be a short turnaround until the campaign kicks off in Melbourne, with the first practice session for the Australian Grand Prix arriving just 15 days later on March 13.

Hamilton is seeking his record-breaking eighth World Drivers' title in 2025 and Ferrari's first Constructors' championship in nearly two decades.

He will pocket around £45million per year and is on a multi-year deal with F1's oldest manufacturer.

The exact length of his contract has not been explicitly specified, but Ferrari team principal Fred Vassuer may have accidentally alluded to it last summer.


© Getty Images


© AP

Hamilton will debut as Charles Leclerc's team-mate at the Australian Grand Prix on March 16

Hamilton could drive for Ferrari for the first time on Wednesday, subject to weather conditions

Speaking about Hamilton's shock decision to leave Mercedes after 11 years, he said: 'He [Hamilton] had to make a choice: "Where do I have the biggest chance to win the World Championship in 2025, '26, '27?"

'He said, "Ferrari'," Vasseur told the Financial Times, implying that the superstar driver may be at Ferrari for three seasons.

Ahead of Hamilton on the list of F1's top earners is reigning world champion Max Verstappen, who takes home £58.9m with Red Bull.

Lando Norris completes the podium in third, earning £27.5m, while Hamilton's new team-mate Leclerc rakes in £21.2m.

Lewis Hamilton completes first Ferrari test at Fiorano as F1 2025 plans step up



Lewis Hamilton has completed his first test as a Ferrari driver at Fiorano as the seven-time World Champion's preparations for the F1 2025 season step up.

Almost a year after his shock switch to Ferrari from Mercedes was announced, Hamilton has linked up with his new employers for the first time this week ahead of the new season.

Lewis Hamilton completes first Ferrari test at Fiorano

After a visit to the team's Maranello factory on Monday, the 40-year-old took to the track for the first time at the team's test Fiorano test track on Wednesday morning.

Early on a misty morning, Hamilton was seen leaving the nearby house used as an office by legendary team founder Enzo Ferrari before walking the short distance to Ferrari's garage facility at Fiorano.

Hamilton was carrying his new crash helmet for the F1 2025 season, with the bright yellow colours a nod to the design he used during the earliest days of his illustrious career.

At around 9:20am local time, Hamilton emerged for the first time behind the wheel of the SF-23, the car driven in competition by team-mate Charles Leclerc and predecessor Carlos Sainz in 2023, for a brief installation lap.

Hamilton was seen waving from his new cockpit to the hundreds of fans in attendance at the circuit to witness his maiden Ferrari test in the flesh.

With light rain falling at Fiorano, Hamilton completed a series of runs of around 10 laps each as well as a number of practice starts.








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PERONI

Big names from F1 battle in the Race of Champions: "Everyone wants to win"



Big names from F1 battle in the Race of Champions: "Everyone wants to win"

The annual Race of Champions is scheduled for 8 and 9 of March, a week before the Australian Grand Prix. Many big names from Formula 1 will make

Big names from F1 in Race of Champions

Some familiar faces from F1 taking part in the race include Sebastian Vettel, David Coulthard, Valtteri Bottas, Mick Schumacher, and Heikki Kovalainen. Mika Hakkinen also often competed in the race but will not be in action this year. Thus, Finland will be represented by Kovalainen and Bottas, the latest additions to the entry list. Vettel and Schumacher will come out for Germany.

The 33rd edition of the Race of Champions will feature drivers from all kinds of racing classes. In addition to F1, drivers from World Rallying, Supercars, Rallycross, NASCAR, Extreme E, and Dakar will compete. Sydney's Accor Stadium will be transformed into a one-kilometre-long two-lane circuit, especially for the

race, where drivers from different countries will compete directly against each other.

"Race Of Champions reminds all of us who have been lucky enough to take part in the event why we first started racing," Coulthard said of the event. *"It's pure competition on track and an amazing camaraderie outside the cars.*

"The competition is as tough as it gets and everyone wants to win, but once we finish racing the atmosphere is amazing between all us drivers from different series and generations. Even since I retired from full-time racing, I still do a fair bit of driving, notably showcasing the Red Bull F1 Car around the world," added the 53-year-old Scot. Coulthard hopes to win his third Champion of Champions title in the Australian city.

McLaren becomes first F1 team to reveal 2025 car design, with enforced camouflage livery

McLaren has revealed its MCL39 Formula 1 car at a Silverstone season launch event – becoming the first team to show off a 2025 design, albeit with temporary restrictions on its livery.

As all 10 teams are committed to only fully revealing their 2025 liveries at the F1 75 Live event at London's O2 arena on Tuesday, McLaren can at this stage only show off the MCL39 in a distinctive one-off camouflage color scheme.

This uses the team's traditional papaya orange corporate colour arranged in a geometric print design along with black swathes.

Williams is holding its 2025 season launch at the same venue on Friday and will also be bound by the temporary livery restrictions when it reveals the FW47.

McLaren, the 2024 F1 constructors' champion squad, is holding a filming day at Silverstone on Thursday, with drivers Lando Norris and Oscar Piastri in attendance.

Images revealed by the Woking-based team show the MCL39 retains some of the key elements pursued across McLaren's previous designs, and continues with the pull-rod front suspension layout.



McLaren MCL39© Autosport.com

McLaren MCL39

Photo by: McLaren

Other key differences to the MCL38 seem to affect the bodywork around the engine cover, with a visual difference in its more ovoid air intake.

McLaren Racing CEO, Zak Brown, said Thursday's event "is a big milestone in our journey in the fight for the 2025 title".

He added: "It's great to get our championship challenger, the MCL39, on track for the first time and to launch the culmination of the team's hard work.

“We must be realistic that every team will have made progress over the winter. Last year highlighted just how much the grid has closed up, which is a brilliant thing for the sport.

“We believe we have made further steps forward since the championship-winning MCL38 but we won’t know where we sit in the standings until we get into qualifying in Australia [2025’s first race].”

McLaren team principal Andrea Stella commented: “Whilst we finished last year as champions, 2024 highlighted how highly competitive the grid is, which is something that will carry through to this year’s championship.



McLaren MCL39© Autosport.com

McLaren MCL39

Photo by: McLaren

“We therefore must keep focused to compete at the front in this tight field. It’s going to be an exciting but incredibly challenging year ahead.

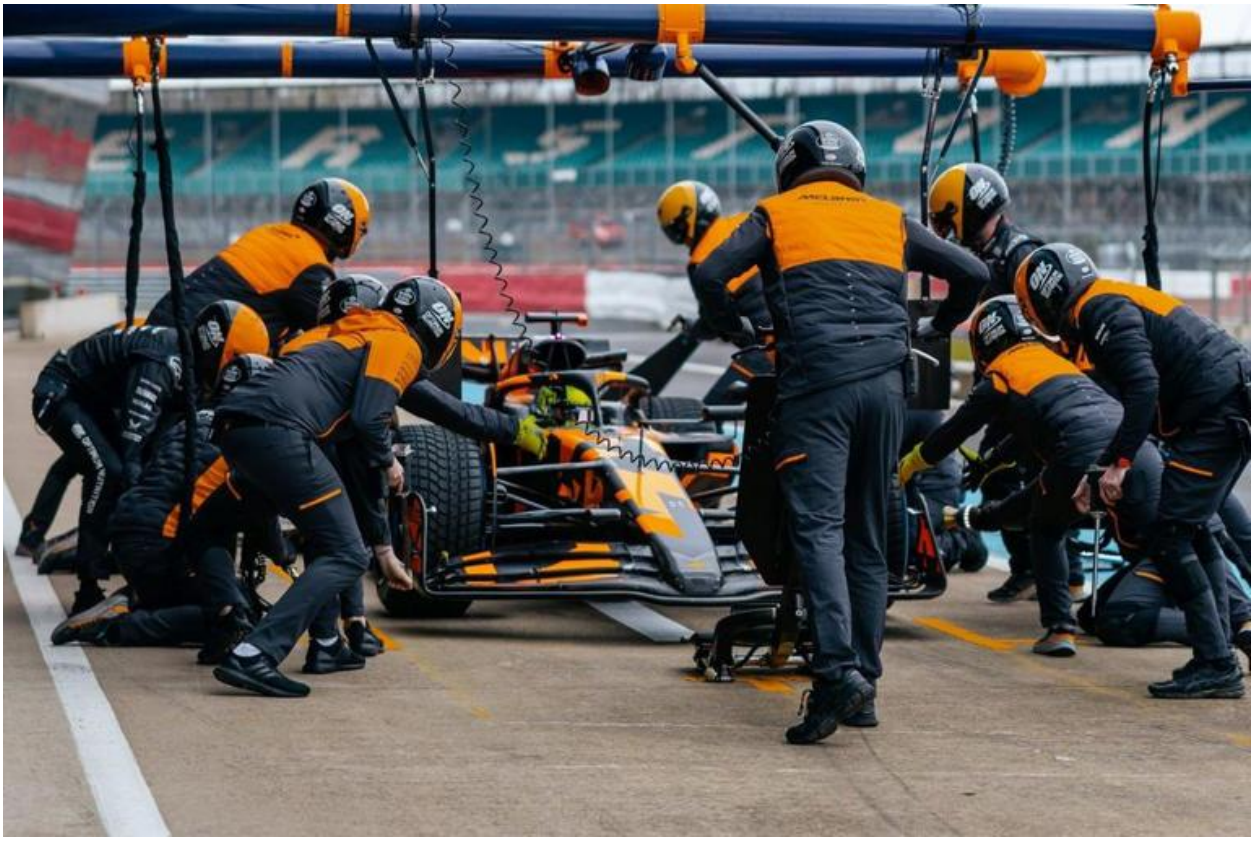
“The team have worked extremely hard to prepare as best as possible for the start of the season.

“We learned a lot from our battles last year, so we take this and use it to push our goal for the year.”

Norris feels the camo livery “is a fun one and it’s great to be able to showcase something different ahead of our full livery reveal at the official F1 75 launch”, while Piastri said, “it’s great to get behind the wheel of the MCL39 for the first time ahead of us putting it through its paces in Bahrain”.

McLaren, the 2024 F1 constructors’ champion squad, is holding a filming day at Silverstone on Thursday, with drivers Norris and Piastri in attendance.

Both drivers will sample the MCL39 on Thursday, with Norris driving first.



Lando Norris, McLaren MCL39© Autosport.com

Lando Norris, McLaren MCL39

Photo by: McLaren

Stella, Norris and Piastri are also set to face the media during Thursday's promotional event.

While McLaren clinched its first constructors' championship in 26 years last season, its wait for a first drivers' crown since 2008 continues as Norris lost a long-shot battle with Red Bull's Max Verstappen in 2024.

In what is expected to be a multi-team scrap for both titles in 2025, McLaren has a chance to seal its first championship double since Mika Hakkinen led it to both accolades in 1998.

Revealed: Every single F1 2025 livery after big O2 launch

A new season of Formula 1 action is drawing ever closer. And now, we have our full set of F1 2025 liveries locked and loaded.

In a first-of-its-kind event, Formula 1 kicked off its 75th anniversary celebrations by revealing all 10 team liveries for F1 2025, under one roof at London's 02 Arena. So, without further ado, let us take a look through the full collection...



Sauber



Sauber C45 livery, courtesy of Getty Images, on display at the F1 75 launch event

First up was the C45 which will see out the Sauber era, ahead of the team's transition into Audi F1 from 2026.

The striking black and green colour scheme remains, but the Swiss outfit will hope it proves to be a case of same(ish) livery, different outcome, after a point-less 2024 campaign.

Can the C45 build some all-important momentum for Audi F1?

Williams



Revealed: Every single F1 2025 livery after big O2 launch

There is a real buzz around Williams at the moment. Four-time grand winner Carlos Sainz is in the house, and a colossal title sponsorship deal has been struck with Atlassian.

Heavy focus may be on the all-new F1 2026 regulations, but the FW47 is here to make an impact and after its shakedown run at Silverstone in a one-off lick of paint, in London, we saw the true livery.

VCARB



Revealed: Every single F1 2025 livery after big O2 launch

Next up was the Red Bull junior squad, giving us a livery that arguably stole the show.

The dark blue and white has made way for an attractive predominately white design on the VCARB 02, featuring touches of Red Bull yellow and red, with purple highlights. Looking good!

Haas



Revealed: Every single F1 2025 livery after big O2 launch

Entering the first full season of their Toyota partnership and expecting to spend at F1 cost cap level for the first time, Haas could be a team to watch this season.

Their VF-25 will look to manifest the benefits of both those factors, and in London, Haas' new driver line-up of Esteban Ocon and Oliver Bearman got to meet the livery that will grace their F1 2025 challenger.

Alpine



Revealed: Every single F1 2025 livery after big O2 launch

Over recent years, Alpine has split its liveries between a predominantly pink design and a blue-heavy one. For F1 2025, the color schemes merge.

And it is safe to say that they come together very well indeed!

In what will be the final season in Formula 1 for the Renault engine, ahead of Alpine's transition to Mercedes power, can Pierre Gasly and Jack Doohan inspire a fitting send-off?

Aston Martin



Revealed: Every single F1 2025 livery after big O2 launch

With Adrian Newey's arrival only a few weeks away, Aston Martin is a team very much looking ahead to F1 2026.

Expectations may be "low" for the AMR25, but Fernando Alonso cheekily dubbed it the "best-looking car of the night" after he and team-mate Lance Stroll made their James Bond-themed entrance.

Last season was a challenging campaign for an Aston Martin team that slipped backward into the midfield, and under the watch of free-spending owner Lawrence Stroll, the AMR25 will be expected to shift that momentum ahead of the huge F1 2026 reset, an opportunity for the likes of Aston Martin.

Mercedes



Mercedes W16 livery, courtesy of Getty Images, on show at the F1 75 launch event

It is a new era for Mercedes, as for the first time since 2012, they presented a car that would not be driven by Lewis Hamilton.

However, the seven-time World Champion's influence remains despite his Ferrari move, with black once more dominating the color scheme for the W16, as Kimi Antonelli takes over alongside George Russell at the wheel.

One major point of interest on the W16 livery was the scaling back of the INEOS branding – the firm a one-third owner of the team – at a time when Mercedes has been calming speculation over a purchase of INEOS' stake.

Red Bull



Revealed: Every single F1 2025 livery after big O2 launch

After comfortable runs to the titles since F1 introduced its ground effect ruleset, F1 2024 witnessed a changing of the guard, as McLaren returned to the Constructors' Championship summit.

Max Verstappen would maintain his grip on the F1 mountaintop, securing a fourth successive Drivers' crown, but a fresh title double is on the agenda at Red Bull for F1 2025, as they unveiled how their new hope – the RB21 – will look as it takes on that mission.

Verstappen has a new team-mate alongside him in the form of Liam Lawson for F1 2025, the young Kiwi next to take on that daunting challenge.

Ferrari



Revealed: Every single F1 2025 livery after big O2 launch

It is a new era at Ferrari as the team welcomes in seven-time World Champion Hamilton, who is feeling “so full of life and so full of energy because everything is new”.

Hamilton and Ferrari were treated to the loudest crowd roar of the night as the SF-25’s paint job emerged, Ferrari notably going for a darker shade of red for the creation which they hope can end their title drought, ongoing since 2008.

McLaren



Revealed: Every single F1 2025 livery after big O2 launch

And finally, it was over to our reigning World Champions McLaren, as they unveiled their MCL39's true colors.

Gone was the camo livery used in their surprise Silverstone shakedown, as a livery that the team designed to pay homage to the title-winning MCL38 emerged.

This time around, both Lando Norris and Oscar Piastri want the Drivers' Championship to go with that Constructors' title.

Lewis Hamilton Stunned By Ferrari SF-25 Test As Expectations Rise: 'Nothing Like The Car I had Before'



Lewis Hamilton Barcelona Ferrari Test Day 2 | Ferrari Press Image

Ferrari driver Lewis Hamilton has described the feeling of firing up a Ferrari F1 car for the first time, revealing that it was nothing like the cars he has had before. The seven-time world champion arrived at Ferrari's Maranello headquarters last month, followed by his first track outing with the team at its famed Fiorano test track in the SF-23 F1 car in a Testing of Previous Cars session.

Hamilton's second TPC session was held at the Circuit de Barcelona-Catalunya, as the Briton got to grips with the F1 car. This followed a Pirelli tire test, where he took to the wheel of the 2024 Ferrari SF-24. Yesterday, Ferrari unveiled its 2025 challenger, the SF-25, for the first time at the F1 75 launch event at the O2 Arena in London, hosted to celebrate the sport's 75th anniversary.

The 40-year-old driver made his debut in the SF-25 today at Fiorano. Hamilton's move to Ferrari is the fulfillment of a lifelong dream, but more importantly, he

aims to find the strength in the team and car needed to secure his record-breaking eighth world championship title.

Speaking at the event in London, Hamilton shared his experience of firing up a Ferrari F1 car for the first time. He said:

"I've been waiting such a long time for it, so firing the car up, it's like such a new, uncharted journey, and it's the most exciting thing that's happened to me for as long as I can remember.

"It's nothing like the car that I had before over the last 10, 12, 17 years.

"It's unique, and to feel the vibration of a Ferrari engine for the first time, that's what I think ultimately put the biggest smile on my face.

"I'd always seen all the drivers that have come before me in red and wondered how that would look on me.

"It is a real honour to be able to wear this badge and to wear this suit, so hope I swag it out and make it look good."

Ferrari stated that the SF-25 is 99 percent new compared to its predecessor. Hamilton acknowledged the passion and hard work that went behind building the car in a statement. He said:

“My first few weeks have been absolutely incredible and I’ve seen first-hand the passion and dedication of the entire team, so the unveiling today of my first-ever Scuderia Ferrari HP car is really exciting. So much hard work has gone into preparing for the season ahead and we couldn’t be more hungry or determined to succeed.

"I came into the year with so much anticipation for this new chapter, and I’m even more energised now by the spirit and belief of everyone I’ve met over the past month. I couldn’t be prouder to be on this journey with them. I can’t wait to get out on track with Charles, push each other forward and do everything we can to take the team to the top.”

Formula 1 officially approves Cadillac as new American team starting in 2026



A rendering of the Cadillac Formula 1 Team vehicle pays tribute to the brand's American heritage.

It's official: The Cadillac Formula 1 Team will join the grid next year, gaining final approval from F1 and its governing body on Friday.

The GM-backed American team secured conditional approval last fall to pursue its big ambitions in the pinnacle of motorsport. Now, the sport says it has met the necessary requirements to become the 11th team competing on the racetrack.

"The FIA Formula One Championship's expansion to an 11th team in 2026 is a milestone. GM/Cadillac brings fresh energy," FIA President Mohammed Ben Sulayem said in a statement. "The Cadillac Formula 1 Team's presence in the paddock will inspire future competitors and fans. Their entry strengthens our mission to push motorsport's boundaries at the highest level."

The team is a product of a partnership between GM and Cadillac, which will build the power unit, and TWG Motorsports, the parent company of Andretti Global, to build the cars.

In a statement, Cadillac F1 said the veteran Formula 1 team executive Graeme Lowdon will serve as its team principal.

Russ O'Blenes has been announced as CEO of TWG GM Performance Power Units which is tasked with making Cadillac F1 a "full-works team" in the coming years.

The team struck a deal to use Ferrari engines when it launches.

The 2025 Formula 1 season begins next week. The entry of Cadillac F1 will align with a new set of regulations starting in 2026 that is expected to scramble the field, with each team effectively starting from scratch when building their challengers.

"For the past years, we have worked hand in hand with GM, to lay a robust foundation for an extraordinary F1 entry," said Dan Towriss, the CEO of TWG Motorsports. "Now, with 2026 in our sights after today's final approval from the FIA and Formula 1, we're accelerating our efforts — expanding our facilities, refining cutting-edge technologies and continuing to assemble top-tier talent."

GM President Mark Reuss said in a statement that the move brings the Michigan-based manufacturer "closer to showcasing GM's engineering expertise on the prestigious global stage of F1."

The initial Andretti-led clash with F1 over joining the grid grew heated and even political in 2024. Amid allegations that the sport was favoring the largely European teams, Sen. Amy Klobuchar, D-Minn., called on the Justice Department to investigate F1's U.S. commercial owner, Liberty Media. An inquiry was opened.

Eventually, the two sides reached a resolution.

"Last year, we took a stand when F1 sought to exclude General Motors/Cadillac from the F1 championship series despite meeting all technical and financial requirements to field a team. I am glad that F1 has reversed course and finally allowed an all-American team to compete," Klobuchar said Friday in a statement. "This is a win for competition, American manufacturing, and F1 fans."

Mario Andretti, the former F1 world champion, was announced earlier as an adviser to the new Cadillac team on driver selection and technical issues, among other things.

“From our standpoint, I think the play at the beginning would be to have one experienced driver — nationality doesn’t matter — and then a young American talent,” Andretti told NBC News in November. “These are the objectives at the moment.”

Formula 1 star Lando Norris is 'confident' he can win it all after a breakthrough year

As the new season begins, the McLaren racer spoke to NBC News about lessons he learned from 2024, expectations of a multi-team fight and why he's content to be the favorite in 2025.March 7, 202

Lando Norris has unfinished business on the racetrack.

The McLaren star is coming off a breakthrough Formula 1 season, scoring four victories — including his first win in Miami — and eight pole positions. He led the team to its first constructors’ championship since 1998 and ended the season with a dominant victory. But he fell short of the ultimate goal, losing the driver’s championship to Red Bull rival Max Verstappen.

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He’s determined to make amends for that as the 2025 season kicks off next week in Melbourne, Australia. Betting odds put Norris as the favorite to win the championship. And he has no qualms about it.

“It feels good. After last season, I guess that’s the expectation from everyone,” Norris said in a wide-ranging interview. “We’re feeling confident. Competition’s tough, so we kind of have to wait until Australia to see where we stack up. But knowing that everyone thinks that we’re going to be at the top, and that’s what they’re depending on, makes me happy.”



Lando Norris of Great Britain and McLaren ahead of the F1 Grand Prix of Netherlands at Circuit Zandvoort on Aug. 24, 2024 in Zandvoort, Netherlands. Mario Renzi / Formula 1 via Getty Images file



Lando Norris celebrates with the team in pit lane at the F1 Grand Prix of Abu Dhabi on Dec. 8. Kym Illman / Getty Images file

Norris, 25, is known to fans around the world for his affable and upbeat personality. He has an infectious laugh, and behind the gifted racer is someone who knows how to have fun. But over the last year, Norris' vibe has shifted. The sense of humor hasn't gone away, but he enters his seventh season in Formula 1 with a seriousness of purpose that was arguably lacking when McLaren was struggling to build a winning car.

For the first time, Norris begins an F1 season knowing he has the machinery to fight for the championship.

Norris' upside potential for the new season is tantalizing. Red Bull's dominance ended last year after its car hit a development ceiling, and McLaren made dramatic improvements that led it to constructors' glory. Preseason testing in Bahrain last month affirmed the papaya-colored team's strengths — especially its long-run pace, which turned heads and impressed rivals.

"We definitely had a positive long-run pace, and that's been one of our biggest strengths over the last year and a half," Norris said. "So we're definitely hoping to continue that this season, because that's where the points are in the race. So that's a good thing for us, but there's no point guessing too much after just a test."



Lando Norris during the F1 Grand Prix of Abu Dhabi.Pauline Ballet / Formula 1 via Getty Images file

He's expecting a battle in 2025 among four teams capable of winning races, including a Ferrari car he said is showing “high potential” as it poached seven-time world champion Lewis Hamilton to drive alongside Charles Leclerc.

“They’ve been able to improve a lot. So I’m expecting them to be a good competition,” Norris said of Ferrari, the second-place team in 2024. “But I expect the same from Mercedes, and I expect Red Bull to also be good. But the form Ferrari had at the end of last year, they were probably our biggest competitors, more so than Red Bull.”

In the interview, Norris also dished on racing in the United States, revealed his favorite American track and offered his thoughts about the grid's funny drivers and trash-talkers. He gave his takes on Hamilton versus Leclerc in red and which sport he'd compete in besides Formula 1, and he delved into how realistic the F1 2024 PlayStation game is compared with the real-life cockpit.

A 2024 season of highs and lows

For Norris, 2024 was a year of what-ifs. What if McLaren didn’t make costly strategy errors? What if the team prioritized his title bid over teammate Oscar Piastri’s earlier in the season? What if Norris avoided his own slip-ups and converted more opportunities?

The truth is neither Norris nor McLaren expected a championship battle against a generational talent like Verstappen last year. And it turns out they weren't ready for it. Norris left valuable points on the table. His team let him down at times. And it didn't help that Verstappen built a 52-point lead in the first five races before McLaren took its winning upgrade package to Miami.

This year, they have no excuses.

“I made mistakes,” Norris said. “You try and learn from them and never let them happen again. But I made a couple last year, which, in hindsight, I would probably look back on and try to alter and change, but I cannot. So it’s more just understanding why I made those decisions. How can I improve on them for this season, and how can I make sure they don’t happen again?”



Sprint winner Lando Norris and fourth-place Max Verstappen before the F1 Grand Prix of Brazil at Autodromo Jose Carlos Pace in São Paulo on Nov. 2.Lars Baron / Getty Images



Verstappen and Norris on the Red Bull Ring racetrack in Spielberg, Austria, on June 29 before the Austrian Grand Prix.Jure Makovec / AFP via Getty Images file

A mix of poor starts, inconsistent qualifying performances and tactical decisions in wheel-to-wheel combat with Verstappen were damaging. He spent some of the offseason analyzing them, saying he has learned "a lot of lessons" and will come back stronger.

Norris said Verstappen is a unique challenge because "he doesn't really have any" weaknesses that can be exploited.

"He's one of the best drivers ever in Formula 1. He's designed for Formula 1 a lot more than I am," Norris said of the four-time champion, who is the son of former F1 driver Jos Verstappen and professional racer and karting driver Sophie Kumpen.

A scene in the newly released season 7 of Netflix's "Drive to Survive" shows Norris congratulating Verstappen after he clinched the title in Las Vegas. "Next year, I'll get you!" Norris tells him.

Norris said his first victory in Miami was a high point of his 2024 season: "When you're younger, you always dream of winning your first race in Formula 1 and what it feels like. So I got to experience that, and that was pretty, pretty amazing. Something I remember forever."



Norris celebrates after he won the Miami Grand Prix on May 5.Wilfredo Lee / AP file

And the low point? “Losing out in Silverstone” in the British Grand Prix, he said, when a poor strategy call by McLaren cost him the win. “It’s my home race. It’s our home race as a team. It’s a place you really, really want to win.”

Another question could come into play in a showdown with Verstappen, who is the clear No. 1 driver at Red Bull over Liam Lawson when it comes to preferential treatment. McLaren is different: CEO Zak Brown says he has “two No. 1 drivers.”

This year, will McLaren impose “papaya rules” earlier on to favor its driver with the best shot at the championship?

Piastri, 23, won two races with McLaren in 2024. The Australian exceeded many expectations in his second year and has aspirations of his own. He has no desire to play second fiddle to anyone. Norris may have to decisively beat Piastri again to earn the privilege that was given to him late last season.

“That's not even a question for now,” Norris said when he was asked about possible team orders. “These decisions come way, way later in the season. Oscar is a very competitive driver. We both are.”



Norris and Oscar Piastri at the United Arab Emirates Grand Prix on Dec. 6.Pro Shots Photo / Sipa USA via Reuters file

Norris ended last season with a dominant lights-to-flag victory that clinched the constructors' title for McLaren. He proclaimed on team radio, "Next year is going to be my year." After having gotten acquainted with his new 2025 car, he still feels good about it.

With a major regulation change poised to reset the field in 2026, it's far from clear when — or whether — Norris will get another shot at championship glory. He admitted it will be "a big challenge for us knowing how much to concentrate on '25 or '26" with car development. But he said McLaren's opportunity is strong this year.

"I'm confident; I'm relaxed. I'm focused on doing my job. But it's a long season," he said. "I feel ready to get going. But even whether we have an amazing start or a bad start, that doesn't set up the season. As we proved last year, we can come from a long way back."

Cadillac commits to U.S. base for F1 team, but American drivers only on merit

The Cadillac Formula 1 team will run the majority of its project out of its new facility in Indiana, but will only select an American driver as part of its line-up if they earn their place on merit, according to team principal Graeme Lowdon.

F1 and the FIA confirmed last week that Cadillac has fulfilled all of its requirements to join the grid in 2026, paving the way for the 11th team to fully prepare for its debut.

While Cadillac has previously suggested an American driver would be part of the set-up, Lowdon said that will only be the case if they prove themselves capable, and admitted that any chance of selecting Colton Herta *(main image)* could be taken out of his hands if the Californian doesn't secure an FIA Super License this year.

"We need to select drivers on merit," he said. "Luckily for us, there are a lot of good drivers out there. Unfortunately, we've not been able to be in the driver market until the entry is confirmed. So it's a little bit too early to go too much into any detail because it's only now that we're able to have meaningful conversations.

"For sure we want to have drivers that can contribute to the overall program. The obvious question is whether we'll have American drivers. And personally, I see no reason why an American driver can't be selected on merit as well.

“It’s certainly something I think that the fans would like to see. And I see no reason why that can’t happen. But the overriding objective is merit. We’ve got a job to do here.”

There are fewer question marks over the American connection to the team’s headquarters. Cadillac has facilities in multiple U.S. locations – including Indiana, North Carolina and Michigan – as well as Silverstone in the United Kingdom, and Lowdon says Fishers in Indiana will be the focal point.

“Formula 1 is a global sport, but make no mistake, this is an American team, it will race under an American flag,” Lowdon said. “The headquarters of the team is in Fishers. That’s where the team will be centered.

“We’re building a very impressive facility at Fishers at the moment, which is quite advanced… The construction work is well, well, well underway. The external fabric of the building is all complete now and it’s an incredibly impressive facility.

“But also, looking at the practicalities of competing in Formula 1, it does make sense to have a European base. And we’ve chosen Silverstone for that base. And there’s a number of reasons that fed into that, but not least of which is access to experienced talent.

“If you walk into the offices at Silverstone at the moment, you will recognize virtually everybody that’s in there. And it would have been far too difficult to try and build a team in a location where some of the experienced human resource wasn’t in place. So some functions will be carried out at Silverstone, some will be built up over time at Fishers.

“One of the activities that we will be doing at Silverstone is the European turnaround in logistics, because it just makes sense to do that. Every team has a logistics hub in Europe for supporting races that are not structured for flyaway freight. But we will also have a small manufacturing facility at Silverstone, which is primarily making the components for the wind tunnel model.

“The wind tunnel that we’re using is in Cologne, we have a long term agreement to use that tunnel. And it makes sense to have the manufacturing capability for that in a location that’s a little bit nearer than Indianapolis. So in summary, it’s an American team, it’s based in the U.S.”

Lowdon said the additional facilities that Cadillac will have as part of the F1 project helps cement its place within multiple motorsport heartlands.

“The facilities [in Fishers]… when you see them, I certainly hope you would agree, is a huge addition to just the Formula 1 ecosystem. It really is something else that’s being constructed there. But we will have a presence at Silverstone. We also have a presence in Charlotte, North Carolina. At present, we have a lot of activity with our colleagues at GM and the GM Technical Center is at Charlotte and North Carolina.

“So one thing that I think is quite cool, but that’s because I’m interested in this sport, is it’s quite cool to have a team that has these three legs on the stool. One is in Charlotte, which is kind of the capital of NASCAR. One is in Indianapolis, which is the capital of IndyCar. And the other is in Silverstone, which is the home of Formula 1.

“So in terms of buzz and excitement whenever you’re in a Cadillac Formula 1 team location, there’s just motor racing DNA all around it. And that’s another thing that I find certainly super-attractive.”

MARCH 15, 2025

Formula One drivers face temperatures up to 50°C: High-tech racing suits help keep them cool

by Carolina Quintero Rodriguez, The Conversation

Motorsport fans are getting their first taste of racing this year, with the opening grand prix of the 2025 Formula One (F1) season in Melbourne.

But it's not just the cars people should be watching. In a sport where milliseconds determine champions and conditions push the human body to its limits, drivers' racing suits have evolved from a simple fire protection tool to a sophisticated performance tool.

In fact, today's F1 suits represent something of a technological revolution that could determine who stands on the podium.

Driving at 300km/h at 50°C for two hours

F1 drivers compete at nearly 300 kilometers per hour while enduring cockpit temperatures of up to 50°C.

In case of an accident, they are required to wear multilayer fireproof clothing, including long underwear, a balaclava, gloves, and a helmet. But this can severely restrict the body's natural cooling mechanisms.

Research has found that during races in extreme heat, skin temperature quickly rises from normal levels (32–33°C) to over 38°C, with hands and forehead sometimes exceeding 39°C.

This isn't just uncomfortable for drivers. It also increases the risk of dehydration, muscle cramps, cognitive impairment, heat exhaustion and heat stroke.

Developers of driving suits therefore have a challenging job. They must design garments that provide maximum fire protection while also allowing drivers to maintain peak cognitive and physical performance for roughly two hours in extreme heat.

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A driver-centered approach to design

Fire protection remains the primary function of racing suits. Because of this, flame-resistant synthetic materials such as nomex, oxidized polyacrylonitrile and polybenzimidazole are used for the suit. Wool is also prevalent in the inner layers, because of its flame-resistant characteristics.

But racing suits are also now designed to improve driver comfort and movement.

For example, the racing suits of motorsport company Alpinestars, which supplies the McLaren F1 team, feature pre-curved sleeves and legs that match the natural driving position. This reduces the energy drivers expend fighting against their clothing.

Alpinestars' suits also have minimal seams around the elbow joints. This increases flexibility and eliminates pressure points during the continuous small steering adjustments drivers make throughout a race. The suits also have elasticated inserts and multiple panels around the elbow which reduces material bunching at this crucial joint.

Sportswear company PUMA, which supplies the Ferrari and Aston Martin F1 teams with driving suits, adopt similar features in their driving suits.

But this attention to joint mobility extends beyond elbows.

F1 suits are flexible and loose-fitting around the arms. They also incorporate elasticated panels in the lower back region and seamless shoulder epaulets. This means the suits move naturally with the driver and minimize resistance.

Adjustable features such as elasticated waists and belts allow drivers to personalize their suits. They can also request specific modifications, such as where ventilation openings are placed, based on their individual comfort needs.

The result is a racing suit that functions as a second skin, tailored precisely to each driver's body and movements.

Cooling the elbows

Racing suit manufacturers have also developed advanced approaches to keep drivers cool as well as safe.

Research has demonstrated that advanced fabrics with improved air permeability (how air passes through the fabric) and breathability (how moisture and heat passes through the fabric), as well as reduced thickness, could reduce core temperature rise by 40% compared to thicker and tighter types of materials.

Fabric manufacturers have engineered breathable fabrics for the suit and inner layers. Product developers also strategically place ventilation zones and internal cooling systems with technology that draws moisture away from the skin in the suits to help drivers manage their core temperature.

These thermal management features are carefully tailored to different body regions.

For example, knowing that elbows experience a 6–7°C temperature increase during racing, suit designers make the suit thinner in this region to improve air flow and use materials capable of adjusting their thermal properties to temperature.

The impact of these design innovations goes beyond basic comfort. They translate directly to competitive advantage. When body heat is better managed, drivers can think more clearly and have better reaction times.

The road ahead

The development of racing suits continues to accelerate, with several emerging technologies promising even better performance and safety.

Reflective elements are showing particular promise for thermal protection by reducing the rate of skin temperature increase compared to conventional racing suits.

Wearable technology built into the fabrics of suits can also monitor drivers' physiological changes, and help predict performance changes and enhance safety during racing.

The emerging popularity of electric racing series such as Formula E is also changing the environmental challenges drivers face.

Electric cars generate far less heat and noise than traditional race cars. This shift may prompt a reevaluation of suit requirements. It may potentially allow for designs that prioritize driver comfort and performance over heat management, while maintaining their fire safety properties.

The next time you watch an F1 race, look beyond the fancy aerodynamics and engine performance. Observe who emerges from their cockpit looking relatively fresh after two long hours of driving. The competitive advantage might not be in the car alone. It might be woven into the fabric protecting the driver inside the car.

Provided by The Conversation

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Why F1 is suddenly wavering over its 2026 engine revolution

In **February 2023**, the **FIA** released a statement proudly celebrating the fact **six engine manufacturers** had signed up for **Formula 1 in 2026**.



In February 2023, the FIA released a statement proudly celebrating the fact six engine manufacturers had signed up for F

FIA president Mohammed Ben Sulayem rightly called this "testament to the strength of the championship and the **robust technical regulations** that have been diligently created by the **FIA** in close collaboration with **Formula 1** and the **power unit manufacturers**".

Yet now, this vision of the future has faltered, and a **change of course** is being discussed.

So what's changed in two years to make that ironclad confidence in the righteousness of the **future engine regulations** melt away?

It's tempting to write this off as **incompetent flip-flopping** or dismiss **Ben Sulayem's** recent declaration that "we should consider a range of directions, including the **roaring sound of the V10 running on sustainable fuel**" as

a **crowd-pleasing distraction**. That would be unfair given this is more than just idle chatter, with discussions taking place about the complex **2026 power units** being scrapped, potentially after just two years of competition.

FIA single-seater director Nikolas Tombazis has confirmed these discussions are ongoing, stressing that any change would not and cannot be forced through unilaterally. It will only happen in collaboration with the **manufacturers and teams** via the established **governance processes**.

Yet despite the caution and caveats **Tombazis** wisely invokes, it was impossible to escape the conclusion that he, and the **FIA**, like the idea.

In many ways, that's astounding. The **2026 rules** are founded on the desire for a near **50/50 split of electrical power** to conventional **V6 propulsion**. Once that was established, with the **MGU-K** the only **hybrid element** thanks to the ditching of the **MGU-H**, the **chassis rules** were written to mitigate the negative effects of the imposition of the power units, hence the use of **adjustable aero** to facilitate a **straightline mode** and a **corner mode** to slash drag while also giving the cars grip in corners.

The necessary compromises went too far, going against the genuinely effective work the **FIA** has done to make the cars more raceable and preventing further improvements.

However, this isn't about correcting that mistake as **Tombazis** is adamant that the **2026 regulations will work**. Instead, it's about whether **F1 must course-correct** in a rapidly changing world.

"**Things have changed**," said **Tombazis** when I asked him why the certainty of two years ago had been replaced with what would potentially be a dramatic reversal. "A significant factor is the perception, even amongst **manufacturers**, about the speed at which **electrification** will happen.

"This is a significant factor, we can't deny it. Back in 2020, 2021, when these discussions were had, the trend was pretty decisively in the direction of **electrification**. I'm not saying that's not happening, but certainly the views of the participants have changed since then.

"The second thing is that even if **Formula 1** is in very good health financially, it has become important also to protect it against world **economic fluctuations**. We need to take these protective measures while the sun is shining and not when it starts raining, ideally. The drive to **cut costs** is important to consider."

It's true the **automotive world** is shifting towards a less single-minded objective. The absolute focus on **electrification** was a worthy, but one-dimensional solution to the challenges the world faces and it's becoming increasingly clear that this is just one of what is likely to be a range of **technological answers** that must be implemented. The growth of **electric transport** is a positive, but it's neither a perfect answer nor without its own problems.

There is also the **pushback** against the whole idea of the need to move away from **hydrocarbon-smashing activities** that the **United States** now spearheads under the leadership of **president Donald Trump**.



Why F1 is suddenly wavering over its 2026 engine revolution

F1 won't abandon its worthy objectives, but this does impact the perspective of the **manufacturers** and the wider world. **Trump's leadership** might also contribute to nervousness about costs given the resulting **economic uncertainty**.

F1's 2026 regulations are symptomatic of the **square-peg-into-round-hole** effect of aligning itself with the capricious **automotive world**. At the time

these rules were made, they were logical given the desire to hang onto **manufacturers** and pull in more.

As **Tombazis** has pointed out, **F1** might only have had two left had it not headed this way, meaning that the **regulations ticked that box**. **Renault's withdrawal** at the end of this year means little in this context as it's rooted in the company's own puzzling **F1 strategy**, but five **manufacturers** for **2026** is still a healthy number.

At its heart, **manufacturer participation** in **F1** is a **marketing exercise** with a side-helping of **technological development**. **Audi** has made it clear that the **2026 regulations** were what attracted it, so unless it decides that this push could be a convenient reason to sell its whole operation to the **Qatar Investment Authority**, which acquired a minority stake last year, it will stand in the way. The **FIA** won't hang **Audi**, or any other participant, out to dry.

And yet, what's approaching is a **key inflection point** for **F1**.

Does it decide it can forsake the **manufacturer money** and lustre given the massive profile and stampede of companies from other sectors throwing cash at it?

Should it stick closely with the **manufacturers** and find a solution that most closely matches their current desires? Is there a **middle course** that can satisfy everyone?

And if change is needed, is a **V10 with sustainable fuels** (and that's a phrase that is in itself doing a lot of heavy lifting despite sounding like the ultimate panacea) the right way, or should it be a **V8**? Should it use a **turbo for efficiency**? Is the wider world ready for **F1** to return to **wailing engines** given **noise pollution concerns**?

This is the **crossroads F1 is at**, one it was always likely to find its way to given the **uneasy alliance** of its own status as a **sporting spectacle** with the **manufacturers** and the **technological and marketing objectives**.

This situation could make for a messy period of **readjustment**, as every option has its positives and negatives. Do you make the change in **2028**? Is there any tiny chance of **unanimity** to make the **2026 car and engine regulations go**

away despite everyone being well advanced and seemingly unable to turn on that particular sixpence? Should **F1** stay on its **current trajectory** given the confidence it will work and the fact everyone is already far down that road?

Perhaps now is the right time for **F1** to tackle the **elephant in the room** and decide whether **F1** should stay hitched to the **lucrative manufacturer bandwagon**, or stand on its own two feet.

As the world changes, a **business-linked global sporting enterprise** such as **F1** has to be willing to **adapt and question its direction**. The challenge is **future-proofing** yourself and making decisions for the long-term that could become the wrong ones as the prevailing conditions shift.

That's what has created the situation where there is a **genuine possibility** that **F1** could **overhaul its power units** before the next scheduled change in **2031**.

But there's also the **risk of the knee-jerk reaction**, one motivated by a **nostalgia** for what's come before and a belief that today's seemingly **straightforward solutions** could become as **transient as yesterday's**.

After Stunning Critics' Reviews, Brad Pitt's F1 Receives Near-Perfect Audience Score



Brad Pitt's *F1* movie has the potential of becoming one of the biggest blockbusters of the summer, or even of 2025. The high-octane sports drama has just hit theaters, and its early reception is exceptional.

The Academy Award-winning actor has always wanted to make a racing film, and *F1* delivered, and more. The A-list actor teamed up with *Top Gun: Maverick* director Joseph Kosinski, as well as actors like Javier Bardem and Tobias Menzies. After debuting with amazing scores from the critics, *F1* has an even more enthusiastic audience score on Rotten Tomatoes: **a near-perfect 98% approval on the Popcornmeter.**

Ahead of the film's release in theaters on June 27, *F1* debuted with an 81% approval score from the critics. As more reviews came in, the sports drama's score further improved, and it has been **Certified Fresh with an 86% rating**. The critics praised *F1*for being more accurate to the racing sport than other films in the genre, as well as Brad Pitt's performance, and adrenaline-pumping racing scenes.

The audience who watched it before the film's premiere was completely impressed with *F1*. The near-perfect early reviews called it the "**best experience in theaters**" this year, and **praised the cinematography, sound, and acting**. While some disagreed with its racing accuracy, others called it **"almost a love letter to F1."**



The early reviews are enthusiastic and set it on a great path. *F1* is the favorite to get the pole position at this weekend's box office race, as it's projected to **earn between $40 million and $50 million domestically** during its opening weekend, and sprint ahead of *M3GAN 2.0*. Overall,***F1* is looking at a debut around $115 million worldwide**, with approximately $75 million from international markets.

Can F1 Become Profitable?

F1 has a long race to profit. **The film's budget is reportedly around $200 million,** although initial reports claim it was as high as $300 million. Even so, **with a $200 million budget, it would need around $500 million to become profitable.**

Producer Jerry Bruckheimer and director Joseph Kosinski denied the claims. Bruckheimer told Deadline, "It's completely, unfortunately, tens of millions of dollars out of whack in the wrong direction, and in the right direction for us." The producer didn't reveal an actual number, and explained, "**We can't give you a number because that's Apple's money and they can talk about it.** But what I think you can say is it's **quite a bit lower than what's been reported**."



Kosinski added, "**I'm just going to say I'm used, on a lot of the movies I've worked on, to having them over-reported for whatever reason,** but **I've never had an experience where they were off by this much on a film**. I'm not sure where that number came from."

Looking at Kosinski's previous hit, *Top Gun: Maverick*, the film has all the ingredients to succeed. Tom Cruise's sequel premiered in 2022 and ended its run with $1.45 billion worldwide against a budget of $177 million. This weekend, *F1* is the favorite to take pole position, but it would have to maintain a strong second weekend against next week's *Jurassic World Rebirth*. However, considering *F1* is an Apple movie, the company is likely to find more financial success with the film once it hits digital and streaming.

F1 comes out in theaters on June 27.

Source: Rotten Tomatoes, Deadline

'I’m Proud of That': Brad Pitt Reveals the Shocking Way He Trained for F1

By Deana Carpenter Published Jun 18, 2025

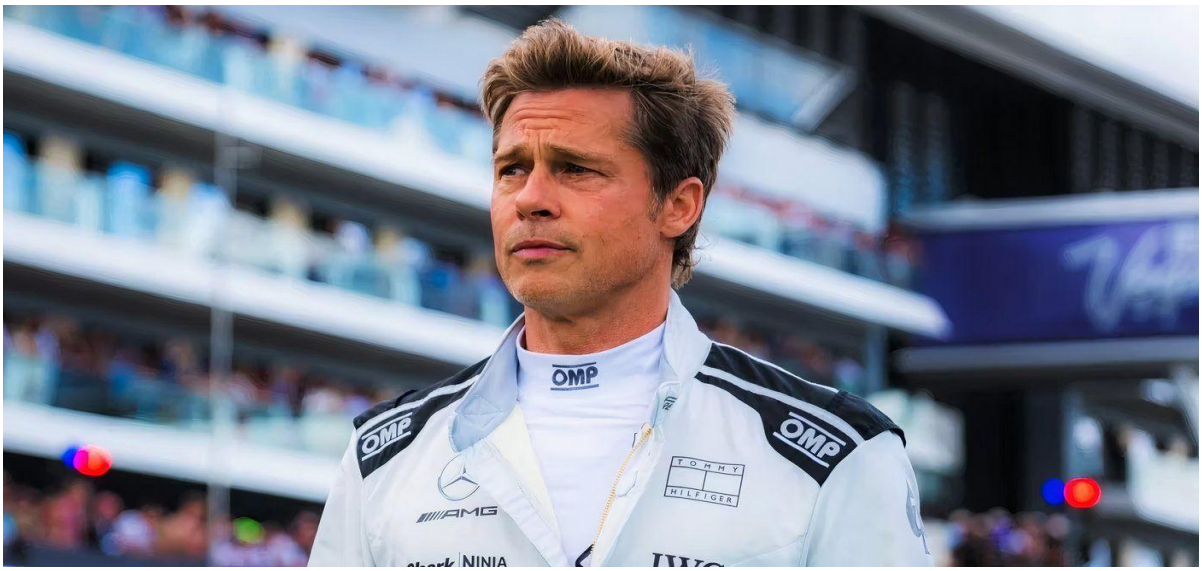


Image via AppleTV+

The stars of the new racing movie *F1* took their jobs portraying Formula 1 drivers very seriously for their new action movie from director Joseph Kosinski. In *F1,* which hits theaters on June 27, **Brad Pitt plays Sonny Hayes, a retired Formula 1 driver** who mentors a young driver named Joshua “Noah” Pearce, played by Damson Idris.

During the red carpet premiere of *F1,* Pitt told Variety just how committed he was to his role in the movie. “**We ended up driving for about two years,”** Pitt said. “**I was told that we drove 6,000 miles in total in these cars.** So, I’m kinda proud of that."

F1 was produced in collaboration with Formula 1’s governing body, FIA, so it’s no wonder the actors had to go through such rigorous training. **The cast also had seven-**

time world champion driver Lewis Hamilton to turn to, as he worked as a producer on *F1*. The action drama was filmed on real racing circuits such as the Silverstone Circuit in the UK. However, the movie's racing team - the Apex Grand Prix Team - is fictional.

Damson Idris: "It was the Most Exhilarating Feeling"

Idris touched on the experience of driving a real race car while training for *F1*. "Every time I was behind that wheel, **it was the most exhilarating feeling in the world**," he said. "And the fact that we got to follow the real Grand Prix and be around all the drivers - I got to watch them, and I got to really see how they immerse themselves in the world - and they were so welcoming," Idris said.

F1's Director on the Movie's Chaotic Schedule

Additionally, the film's director, Joseph Kosinski, said it took a year to storyboard the movie and that nearly every situation in *F1* is inspired by real events, including the crash sequences. "**This was a real challenge because we were shooting during a live sporting event,** so we weren't on our own schedule," Kosinski said of shooting on the racing circuit.

"We were on the schedule of Formula 1, which is very tight. So, rather than having a few hours to shoot a scene, or days**, I only had three minutes in some cases,** which meant the actors had one or two takes to get it right," Kosinski said.

RT Score Revealed

Kosinski, who also directed the blockbuster *Top Gun* sequel, *Top Gun: Maverick*, co-wrote *F1* with Ehren Kruger, who was also a writer on *Maverick*. While *F1* doesn't hit theaters until June 27, the film already has a stellar score on Rotten Tomatoes. *F1* currently has an **86% critic score on the review site, with 63 reviews so far.**


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