Introduction

News in the Sports Car World

Updates on the Genesis Hypercar:

- ➢ Revealed the render and funny enough, it looks like a cross between the Alpine A424 and the Ferrari 499P (a little bit of Acura too)
- ➢ Car will be operated by IDEC Sport
- ➢ Andre Lotterer and Pipo Derani announced as the first drivers (looking like Logan Sargeant and Jamie Chadwick might be in the picture as well because they've both joined IDEC Sport for a ELMS campaign for 2025)

Driver Shuffling/Rolex 24 Entry List Drop/Other stuff

- ➢ Aston Martin THOR confirm Alex Riberas and Harry Tincknell for the Valkyrie WEC program
- ➢ Qualifying for the Rolex 24 will move back to the day before the race as opposed to the Roar weekend
- ➢ Proton moving to WEC
- ➢ Pfaff Motorsports identity crisis continues as they switch to Lamborghini for their 2025 IMSA campaign → Rolex 24 driver lineup: James Hinchcliffe, Andrea Calderelli, Marco Mapelli and Jordan Pepper
- ➢ Fred Makowiecki joins Alpine for 2025
- ➢ Pipo Derani joins DXDT Racing for the Rolex 24
- ➢ Felipe Drugovich joins AXR for Rolex 24
- ➢ Trackhouse x TF Sport enter No. 91 Corvette in GTD Pro Class for Rolex 24 → Connor Zilisch, Scott McLaughlin, SVG and Ben Keating as their lineup
- ➢ ABT Motorsports and Kelvin van der Linde part ways
- ➢ Rolex 24 entry list → what do we think so far?

BMW changes

- ➢ Kevin Magnussen joins the BMW stable! → K-Mag will make his debut at the Rolex 24 next month and will be in IMSA for the endurance rounds
    - Robin Frijns also in IMSA for endurance rounds
- ➢ Double WEC/IMSA campaign Dries Vanthoor and SVDL while Marco Wittmann is moved to IMSA full time
- ➢ Maxime Martin to depart BMW at the end of 2024 → Martin allegedly left BMW due to the lack of an available hypercar seat (announced the other day that he joined Mercedes as a factory driver along with Jayden Ojeda) (Maxime Martin announced that he was joining the Iron Lynx crew for their WEC campaign for Mercedes)
- ➢ Bruno Spengler to depart BMW at the end of 2024 as well

Macau Grand Prix of 2024 (November 14-17)

Practice

- ➢ Weekend started off very wet and soggy! → was looking like it was going to rain the whole weekend
- ➢ The wet track caused a number of spins (and occasional roadblocks) in practice especially at the hairpin
    - First track block of the weekend for the GTs caused by poor Daniel Serra coming out of the hairpin
    - BMWs were on the struggle bus during FP sessions possibly due to the wet conditions → [Dries] Vanthoor had a moment and SVDL got into the barriers coming out of Mandarin
- ➢ On the positive side, there were a lot of fun and stunning liveries at this race and lots of big names in the race
- ➢ Who were our picks to win the race?

Qualifying/Qualifying Race

- ➢ Qualifying was dry
- ➢ Qualifying was a bit sloppy at the beginning due to a lot of people getting into the walls/barriers (was hard to set a decent lap due to a couple of yellow and red flags)
- ➢ First red flag of qualifying caused by Laurin Heinrich into the barriers in Turn 1
- ➢ Yellow flag for the No. 99 of Jules Guonon getting into the barriers at Turn 15
- ➢ Another yellow flag for a Merc in the wall
- ➢ Despite very much being on the struggle bus in qualifying, the BMWs were the ones to beat in qualifying
- ➢ Qualifying brought to an end prematurely with under 4 minutes left due to a massive shunt by Luca Engstler in his Lambo coming out of Mandarin
- ➢ Edo Mortara was looking like the driver to beat for the weekend (he is even nicknamed “Mr. Macau”) however a strategy blunder resulted in him qualifying 11th
- ➢ Raffeale Marciello on pole for the race
- ➢ Qualifying race was actually shockingly calm and clean (for Macau standards at least)

FIA GT World Cup Macau Grand Prix

- ➢ Good race or no?
- ➢ Race start was actually delayed due to rain and unsafe racing conditions (Motorcycle race was actually cancelled because conditions never improved enough for it to go ahead)
- ➢ Race eventually started but started under a safety car with basically a 12 lap sprint
- ➢ Matteo Cairoli goes off in a bizarre incident however the race stays green (he seemed very angry about it, even slamming the door to his Lambo when he got out)
- ➢ Fuoco with a gutsy overtake on Dries Vanthoor on the second to last corner

- ➢ The bad luck for Dries Vanthoor continues as he goes wide and gets into the barriers → race still stays green as he is able to limp back to pit lane, albeit with a broken suspension (Incident was under investigation as there was speculation that Engel might've had contact with Dries)

Race basically comes down to a three-way brawl between Antonio Fuoco, Raffeale Marciello and Maro Engel for the win (until everything went wrong!)

- ➢ With 3 laps to go, Fuoco was able to make a move on Maricello in the same corner that he passed [Dries] Vanthoor
- ➢ Fuoco successfully completes the overtake however he and Maricello later both outbrake themselves going into Lisboa and go straight on instead in dramatic (and admittedly extremely silly) fashion
- ➢ The bottle from the top two allows Maro Engel to swoop in and take the lead of the race
- ➢ Almost looks like Maricello rage quit the race as the broadcast cuts to his car on pit lane (there didn't seem to be any significant damage from when he had the dust up with Fuoco but it's hard to tell)
- ➢ The No. 130 Mercedes of Maro Engel would go on to win the race and Mercedes retains their dominance over this race (Engel was given a 5 second time penalty for the incident between him and Dries Vanthoor, but was able to finish quicker than second place Augusto Farfus)

GT World Challenge Europe Finale: 6 Hours of Jeddah (November 29-December 1)

Pre-Qualifying/Qualifying

- ➢ Jordan Pepper at the top of the charts in pre-qualifying
- ➢ No. 51 Francorchamps Motors Ferrari on pole for the race
- ➢ BMWs seemingly sandbagging (likely thing to happen)

Race

- ➢ Good race or no?
- ➢ Surprisingly calm start and race to be honest, despite the fact that most people suspected it was going to be a demolition derby
- ➢ Lots of right rear punctures in the race oddly enough → started with the No. 22 Porsche and everyone else progressively started getting right rear punctures as the race went on
- ➢ First FCY for the No. 19 Lambo stopped on track
- ➢ No. 991 BMW gradually comes to a stop in the pit lane entrance
- ➢ FCY for the No. 11 Lambo getting into the back of the No. 998 BMW
- ➢ Safety Car for the No. 8 Ferrari and No. 111 Audi getting together in turn 22
- ➢ No. 88 Audi out of the race after a mechanical issue during pitting

- ➢ No. 51 Ferrari given a 30 second penalty for track limit violations → seemed like their championship hopes were done once that happened
- ➢ With 20 minutes to go there was a pretty rough duel between the No. 32 BMW and No. 163 Lambo as both trade blows for second place → resulted in damaged body work on the Lambo
- ➢ No. 83 Mercedes wins the race and overall championship (??)
- ➢ No. 51 Ferrari wins GTWC Endurance Cup

Lenovo Gulf 12 Hours (December 13-December 15)

- ➢ Just briefly mention/ go over the Gulf 12 hours